SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1962

No. 97

THE BALTIMORE & OHIO RAILROAD COMPANY, ET AL., APPELLANTS,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

No. 98

MARYLAND PORT AUTHORITY, ET AL., APPELLANTS,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

No. 99

INTERSTATE COMMERCE COMMISSION, APPELLANT,

vs.

BOSTON AND MAINE RAILROAD, ET AL.

APPEALS FROM THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF MASSACHUSETTS

INDEX

RECORD PRESS, PRINTERS, NEW YORK, N. Y., NOVEMBER, 1962

VOLUME V

	Original	Print
I. C. C. Exhibits.		
No. 26—Verified statement of John F. O'Halloran	2859	1969
(330)—Pilotage charges at the North Atlantic ports of Boston, etc.	2886	1987
(331)—Towboat charges at the North Atlantic ports of Boston, etc.	2893	1994
(332)—Charges for handling lines at North Atlantic ports of Boston, etc.	2904	2005
(333)—Dockage charges at North Atlantic ports	2907	2008
(342)—List of companies engaged in foreign trade, banking, freight forwarding and customs brokerage businesses at North Atlantic, South Atlantic and gulf ports	2908	2009
No. 27—Verified statement of John J. Halloran	2920	2021
No. 28—Testimony of Benjamin J. Brooks	2940	2036
(710 and 711)—Maximum mileage disregard on port equalization compared with mileage difference where port differentials are in effect	2950	2043
(712 and 713)—Import rates showing equalization, etc.	2954	2047
(714)—Export and import rates showing equalization on Louisiana and Texas gulf port traffic	2959	2052
(715)—Domestic, export and import rates showing equalization on transcontinental traffic at Pacific Coast ports	2962	2055
(716)—Statement of mileages, domestic, import and export rail class rates in effect December 1, 1956	2967	2060
(721)—Short tariff route distances from Baltimore, etc. to N. Y. C. destinations in differential territory, etc.	2979	2072
(723)—First class rates shown in Appendix 18 to the report in Docket 28300, etc.	2983	2076

	Original	Print
I. C. C. Exhibits—Continued		
No. 28—Testimony of Benjamin J. Brooks—Continued		
(724)—Docket 28300 distances to rate base points in differential territory from Boston compared with Baltimore, etc.	2984	2077
(725)—Distances from Boston to points in differential territory	2992	2085
No. 29—Verified statement of William H. Day	2999	2092
(110)—Destination territory of general cargo moved by rail carriers from the Port of Boston, August 1, 1955 to July 31, 1956	3051	2131
(111)—Origin territory of general cargo (exclusive of grain) moved by rail carriers to the Port of Boston for export, August 1, 1955 to July 31, 1956	3052	2132
(113)—Statement of Boston's imports 1946 to and including 1955, in net tons, etc.	3053	2133
(160)—Docket 28300 distances between 290 key points in C. F. A. territory and U. S. North Atlantic ports	3054	2134
(162)—Statement of short line mileages, domestic, import and export all rail class rates between the 105 base points in C. F. A. territory and the North Atlantic ports, etc.	3065	2145
(163)—Map illustrating extent of U. S. and Canadian interior territories enjoying parity of import-export railroad rates via Atlantic, gulf and Pacific coastal ports	3101	2181
(165)—Statement of eastbound commodity rates (other than grain) applicable to export traffic moving from stations in Central territory to the ports of Boston and Baltimore	3102	2182
(166)—Statement of westbound commodity rates applicable to import traffic from ports of Boston and Baltimore to stations in C. F. A. territory	3115	2195

	Original	Print
I. C. C. Exhibits--Continued		
No. 29—Verified statement of William H. Day—Continued		
(170)—Statement of domestic, import and export class rates between key points in Territory B of C. F. A. territory and the southern ports of Wilmington, N. C., etc.	3131	2211
(171)—Docket 28300 short line mileages, Baltimore, etc. to points in Territory B	3139	2219
No. 30—Verified statement of Dr. George H. Ellis	3145	2225
No. 31—Verified statement of D. Philip Locklin	3165	2239

[fol. 2859]

I.C.C. Exhibit No. 26

ICC DOCKET I & S 6615
WITNESS O'HALLORAN
EXHIBIT ——

This statement is verified. Unless written request for cross examination is received by the affiant or his attorney, Henry E. Foley, 10 Post Office Square, Boston 9, Mass. not later than ten days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I & S DOCKET NO. 6615

VERIFIED TESTIMONY OF JOHN F. O'HALLORAN ON BEHALF OF THE PORT OF BOSTON COMMISSION

[fol. 2860] Verified Testimony of John F. O'Halloran on Behalf of the Port of Boston Commission.

Q. Will you state your name, position and business address?

A. John F. O'Halloran, Executive Vice President, Wiggin Terminals, Inc., 50 Terminal Street (Charlestown) Boston, Massachusetts.

Q. Will you describe your experience in the shipping business and in the field of port management?

A. In 1922, I started as a messenger with the International Mercantile Marine Line, becoming before I left, a chief clerk. In 1933, I became superintendent at John G. Hall Company, steamship agents. In 1937, I became superintendent of the Marine Terminal operations of the Boston Tidewater Terminal Company, and subsequently, General Superintendent and then General Manager. During my period of office at Boston Tidewater I was also general manager of Merchants Warehouse Company of Boston and Lincoln Tidewater Terminals, Inc., of Easthampton, Massa-

chusetts and Portland, Maine, both affiliated with Boston Tidewater. From March 1942 through 1945, Boston Tidewater Terminal Company was retained by the United States Government as a consultant company to the Boston Port of Embarkation. During that period, as Chief Administrative and Operations Officer, I organized the cargo control section of the Port and, until relieved for other assignment by a commissioned officer, acted as a Chief Administrative and Operations Officer. In 1946, I became [fol. 2861] Vice President and General Manager of Terminal Operators, Inc., which operated the Castle Island terminal and eleven warehouses in the New England area for the account of the Federal Government. For a period of two years commencing February 1955, I was Director of the Port of Boston Commission. In my present position as Executive Vice President of Wiggin Terminals, Inc., I am the chief administrative and operating officer.

I have been chief operating officer of almost every major terminal facility at the Port of Boston including Castle Island, the Army Base, Wiggin Terminals and Commonwealth Pier. As Director of the Port of Boston I was concerned with problems of development and management of the port as a whole.

I am currently first Vice President of the Foreign Commerce Club of Boston, a member of the Urban Redevelopment Committee of the Greater Boston Chamber of Commerce, and Treasurer of the North Atlantic Ports Association. I have also been a labor relations consultant.

Q. Have your past experience and present responsibilities made you familiar with problems of port management and port development, in particular with reference to the development of port facilities at Boston?

A. Yes. As Director of the Port of Boston Commission from February 15, 1955 to February 15, 1957, I was its chief [fol. 2862] administrative officer and, therefore, directly responsible for every aspect of the operation of Port Commission facilities and their development. In my present position, Executive Vice-President of Wiggin Terminals, Inc., I am responsible for the conduct of all operations of a large privately-owned terminal facility at the Port of Boston.

Q. Are you familiar with the physical and geographical characteristics of the Port of Boston?

A. Yes.

Q. How is Boston located with reference to areas of the world with which the United States carries on foreign trade?

A. Exhibit No. —— (221) which was prepared under my direction during my term at the Port of Boston Commission, shows the ocean mileages from the North Atlantic ports to important overseas ports and junction points. An example of a junction point is the Panama Canal. The distances vary from each of the North Atlantic Ports to the Panama Canal; but the distance from the Panama Canal to any single point west of the canal is, of course, constant regardless of which North Atlantic port is the point of origin or destination. A visual impression of the trade areas and ports which lie beyond the junction points chosen for the Exhibit may be gained by examination of Exhibit No. —— (222), Exhibit No. —— (223), Exhibit No. —— (224), Exhibit No. —— (225), and Exhibit No. —— (226) which were also prepared under my direction [fol. 2863] during my term as Director of the Port of Boston Commission. You will note that Boston enjoys the following advantages over the other major North Atlantic ports:

To Bishop Rock, the ocean gateway to English Channel and Northern European ports, 174 miles under New York, 309 under Philadelphia, 447 miles under Baltimore and 324 under Norfolk. To Gibraltar, the ocean gateway to Mediterranean and Middle East ports served via the Suez Canal, 172 miles under New York, 312 miles under Philadelphia, 458 miles under Baltimore and 327 miles under Norfolk. To the Cape of Good Hope, South Africa; 79 miles under New York, 152 miles under Philadelphia, 202 miles under Baltimore and 80 miles under Norfolk. To Buenos Aires, Argentina, 29 miles under New York, 76 miles under Philadelphia, 103 miles under Baltimore. Boston is the nearest major North Atlantic port to all ports in Europe and Africa, and is also closer to the East Coast of South America, south of approximately seven degrees south latitude than any of such ports. Boston is not the nearest port

to the Panama Canal or to foreign ports reached via Panama, being 378 miles farther than Norfolk, Va., 256 miles farther than Baltimore and 211 miles farther than Philadelphia. It should also be noted that ports in and around the Indian Ocean lie at approximately equal dis-
[fol. 2864] tances from Boston and other North Atlantic ports, depending on whether the Atlantic-Mediterranean route is taken, or the Panama Canal-Pacific route is taken, the former route from Boston being about equal to the latter route from Baltimore.

To indicate the economic significance of Boston's location, I refer you to Exhibit No. —— (233), Exhibit No. —— (234) and Exhibit No. —— (235) which I had the Port of Boston Commission prepare for me from U. S. Department of Commerce Bureau of Census reports SA352 and SA752 for 1954 which show whether the physical volume of imports and exports routed through the major North Atlantic ports to and from countries with which the United States trades originate and terminate closer to Boston or Baltimore, the major ports at either end of the North Atlantic Range. It can be seen from Exhibit No. —— (235) that approximately 38.2 per cent of the physical volume of such exports and imports originates or terminates closer to Boston than to Baltimore and that 61.8 per cent originates or terminates closer to Baltimore than to Boston. Thus Baltimore has somewhat of a locational advantage with respect to the places at which foreign trade passing through the main North Atlantic ports originates and terminates. It should be noted that if tanker cargo is excluded from these calculations, the situation is reversed. 60 per cent of such traffic originates or terminates closer to Boston, and about 40 per cent originates or terminates closer to Baltimore.

[fol. 2865] Q. Other witnesses will go into detail on the subject of the effect, if any, of a distance advantage upon shippers and vessel operators. Could you, however, indicate briefly what is in your opinion the significance to a port of such a geographical location?

A. Yes, in the case of direct sailings—of which Boston has very few, Baltimore has more, and New York has a large number—a locational advantage results in water transportation cost savings to vessel operators, varying

directly with the distance saving. Where, however, vessels go from port to port in search of cargo, the possibility of vessel operators affecting savings by the use of the shortest routes is largely eliminated. In such cases, as long as a port is not situated at a very much greater distance from foreign areas than the other ports in its range, it will be competitive with all of such ports. To put this more concretely, if a vessel travelling between France and the United States must go to Boston, New York and Baltimore to find cargo, then even though Philadelphia is farther from French ports than is New York or Boston, in view of the necessity of its going to Baltimore anyway, the ship will not be deterred from also calling at Philadelphia. In the case of Boston, I think it is clear that while Boston has no locational advantage with respect to Baltimore and Philadelphia, it is competitively situated.

[fol. 2866] Q. Will you please describe the physical characteristics of Boston Harbor?

A. I have had the Port of Boston Commission prepare a map of the inner harbor, showing the channels and berthing areas. This is Exhibit No. —— (310). You will note that the main channel is wide, and that there is extensive berthing space at Boston.

Q. Will you please describe the accessibility of Boston Harbor to the open sea?

A. I have had Exhibit No. —— (313) prepared, comparing the width, depth, length, and the average time to complete the passage of the main channels leading into the North Atlantic ports involved in this proceeding. It can be seen from this exhibit that the main channel at Boston is wide enough to accommodate the largest vessels. You will also note that the distance from the seabuoy to the port area is only 13 miles in the case of Boston, while the next shortest such distance is 21 miles at Norfolk, and the distances at the other North Atlantic ports run all the way up to 150 miles at Baltimore. Of course the time it takes to complete the passage at each port reflects the varying lengths of the channel at each port, running from a minimum of one and a quarter hours at Boston all the way up to fourteen hours at Baltimore.

Q. You have mentioned the seabuoy. What is that?

[fol. 2867] A. The seabuoy is at or near the lightship and marks the ocean end of the main channel. The open sea begins at the seabuoy. Exhibit No. —— (312), prepared under my direction by the Port of Boston Commission, shows the location of the lightships at each of the major North Atlantic ports.

Q. What is the significance to a port of the port channel characteristics you have just described?

A. They all relate to the ease with which ships may get into and out of a port, and to the amount of time it takes to do so. While a port which is easy to get into and out of will have no particular advantage over ports comparably favored, a port which is relatively difficult to get into and out of will be avoided by carriers.

Q. Is Boston competitive with the other North Atlantic ports with respect to such ease of entry and departure?

A. Yes.

Q. Will you describe the pier and other unloading facilities at Boston?

A. I will be glad to. Let me first call your attention to Exhibit No. —— (321) which is a booklet prepared by the Port of Boston Commission to acquaint shippers, steamship lines, and others with the facilities available at the Port of Boston. I think this pamphlet, which was prepared under my supervision, gives a good general picture of the Port and its facilities. In addition, Exhibit No. —— (322) [fol. 2868] is a summary of pier facilities at the North Atlantic ports. I think the fact that Boston is competitive with those ports with respect to pier facilities is made amply clear by that Exhibit. I think the two most favorable aspects of the pier facilities situation in Boston are, on the one hand, the great number of these facilities and their cargo-handling capacity; and on the other hand, the high degree of modernization of these facilities due to the building program since World War II. All the major facilities have rail tracks on the wharf aprons to facilitate direct interchange of cargo between rail car and vessel.

Q. Will you please amplify what you have said about pier facilities at Boston?

A. Yes. Since World War II, the Commonwealth of Massachusetts and the Federal Government have together

spent a total of over $34,000,000 to construct and modernize marine terminal facilities at Boston. The program of expansion and modernization began with the construction of Hoosac Terminal No. 1 in 1951, at a cost of about $5,000,000 to replace three piers of early twentieth century construction. A description of this facility and the other pier facilities at Boston can be found in Exhibit —— (321) to which I have already referred. Mystic Terminal No. 1 was built next to replace two piers, at a cost of over $5,000,000 and operations at this pier began in 1952. Both Hoosac Terminal No. 1 and Mystic Terminal No. 1 are [fol. 2869] served by the Boston and Maine Railroad, and they both have railroad tracks on the wharf aprons as well as depressed center tracks the length of the pier. Both these piers are leased to the Mystic Terminal Company, a wholly-owned subsidiary of the Boston and Maine Railroad; both piers are in Charlestown.

In 1954 East Boston Terminal No. 1 on the main ship channel in East Boston, was put into operation. This pier was constructed at a cost of more than $9,000,000, replacing two wooden piers antedating 1900, and is perhaps the most modern pier facility in the United States. It has railroad tracks on both aprons, and a depressed center track as well, and is served by the New York Central Railroad.

At East Boston there are also two older wooden piers which have been maintained in relatively good operating condition. These piers are owned by the Port of Boston Commission and are leased to the New York Central Railroad.

On the south side of Boston Harbor there are three huge marine terminals. The innermost pier is Commonwealth Pier No. 5, a five-berth, double deck, reinforced concrete structure operated by the Port of Boston Commission. Although this structure was built in 1913, it is in excellent condition and is acknowledged to be one of the finest combination passenger and general cargo terminals in the world due, in great part, to large-scale expenditures for [fol. 2870] modernization. It has railroad tracks running 1,200 feet along each apron, and depressed tracks running the length of the pier in the center section, and it is served by the New York New Haven & Hartford Railroad.

Moving in an easterly direction, the next important pier after Commonwealth Pier No. 5 is the Boston Army Base, which was constructed by the Federal Government during World War I to help accommodate the enormous volume of marine traffic of all kinds which flowed through Boston as part of the war effort. The Army Base is the largest marine terminal in Boston Harbor and has over a mile of berthing space. It is owned by the Federal Government and it is currently being modernized by the Commonwealth of Massachusetts and the Federal Government, at a cost of $11,000,000. At the end of the period of modernization this facility will be leased by the Port of Boston Commission for a maximum period of seventy-five years, and will be operated as a public marine terminal by the Boston Tidewater Terminal Company on a lease arrangement until October 4, 1957, at which time the Port of Boston Commission will operate it. The Federal Government, in the interests of national defense, has secured a right of re-entry with respect to the Army Base in the event of a national emergency; and has required the lessee, the Commonwealth of Massachusetts, to maintain it in good working condition.

[fol. 2871] The Boston Army Base has a wide apron its full length and is served by the New York New Haven & Hartford Railroad, which has tracks the full length of the apron. There are three transit sheds, nine vessel berths and three warehouses incorporated within this facility, and there are tracks on both sides of the transit sheds and the warehouse buildings.

Southeast of the Army Base is the Castle Island terminal with 4,160 linear feet of berthing space on the South Boston Reserved Channel. This terminal was constructed by the Federal Government during World War II and has 4,000,000 square feet of open cargo storage area with two transit sheds, four vessel berths and three open berths and a forty-foot wharf apron. Although this terminal is relatively new, it is being modernized by the Commonwealth of Massachusetts to ensure speedy and efficient flow of traffic. It is expected that rehabilitation and modernization will cost about $3.5 million dollars, $1.2 million of which has been expended to date.

The Castle Island Terminal was owned by the Federal Government until 1954, when it was acquired by the Commonwealth of Massachusetts subject to right of repossession by the Navy and in the event of a national emergency. The Army, in 1947 had indicated that it had no further interest in this terminal, but the Navy wanted to insure its availability in an emergency, and refused to allow it to [fol. 2872] be sold without suitable protection of the Navy's national defense interest. The final disposition of the property included not only a right in the Navy to repossess the property in a national emergency, but also involved an exchange of land whereby the Federal Government acquired title to some land on which Navy facilities are situated, and Massachusetts acquired title to several acres of land on which the Castle Island Terminal is partly situated.

Castle Island is operated by the Luckenbach Steamship Co., Terminals Division on a lease from the Port of Boston Commission. It is served by the New York New Haven & Hartford Railroad and has two tracks the full length of the wharf apron, two tracks on the shore side of the transit sheds and a large railroad car holding area.

Q. Will you describe some of the principal privately-owned pier facilities at Boston?

A. Wiggin Terminals, Inc. operates a facility on the Mystic River in Charlestown used primarily for woodpulp. It is served by the Boston and Maine Railroad. This terminal is operated as a public marine terminal facility.

Q. What do you mean by "public"?

A. Facilities may be confined in their employment to the transportation operations of their owners, in which case they are referred to as "private" facilities; or they may be open for the business of handling the traffic of the [fol. 2873] general public, in which case they are called "public" facilities. You can see that in this sense a facility may be "public" or "private" regardless of whether it is privately or publicly owned.

Q. Thank you. Will you continue your description of the privately-owned terminal facilities at Boston?

A. Yes. I have already mentioned that the Mystic Terminal Company operates Hoosac and Mystic Terminals,

which are served by the Boston and Maine Railroad. That company also operates Piers 48, 49 and 50, adjacent to Mystic Pier No. 1 on the Mystic River. These are old piers, antedating 1900, and it is expected that they will be replaced in due course by a modern three-berth structure similar to Mystic Pier No. 1. They are used at present principally for handling import woodpulp.

West of Mystic Piers 48, 49 and 50 we come to the coal and open bulk dock of the Mystic Terminal Company. The Boston and Maine Railroad and the facility lessee are presently rehabilitating this site as a dry bulk cargo unloading facility. Diagonally across the river from the Mystic Coal Dock, in Everett, are the coal and ore docks of the Mystic Iron Works, a division of Eastern Gas and Fuel Associates. This company has recently announced plans for modernization of the ore dock facility. There are also coal unloading facilities belonging to the New England Coke Company in this area. Esso Standard Oil has a refin- [fol. 2874] ery in Everett with major unloading and storage facilities. Petroleum storage facilities of other companies are situated along the Chelsea River.

Q. You have described privately-owned general cargo, coal, ore and petroleum facilities at Boston. Does Boston have important facilities for the handling of grain?

A. Yes. The Port of Boston has two 1,000,000 bushel grain elevators. One is the Hoosac Elevator in Charlestown which adjoins the Hoosac Pier and is served by the Boston and Maine Railroad. The Port of Boston Commission has spent about $900,000 on necessary modernization and rehabilitation of this facility. The other grain elevator is the Grand Junction Elevator in East Boston adjoining Piers 3 and 4. This elevator is served by the Boston and Albany Railroad. During 1951, the Port of Boston Commission spent approximately $450,000 to modernize the Grand Junction Elevator in order to speed up the flow of grain from elevator to vessel. Both this Elevator and the Hoosac Elevator have free flow operating rates of 30,000 bushels per hour.

Q. Can you tell us the degree to which the publicly-owned facilities you have mentioned are utilized?

A. Publicly-owned terminal facilities at the port are utilized at no more than 50% of capacity.

Q. And privately-owned public terminal facilities?

[fol. 2875] A. The same.

Q. What are the consequences of this degree of under-utilization?

A. In the first place, the operators' overhead cost per unit of cargo handled is very high, making profitable operation almost impossible, and resulting in economic waste. Secondly, it is easy to expand service through Boston in the event of an increase in the volume of traffic through the port as was demonstrated during the war period. About twice the present volume of traffic could be handled at Boston with no added investment in facilities, and with a substantial reduction in the per ton cost.

Q. Suppose the volume of traffic at Boston were to expand to a level in excess of twice the present volume. In that event is there space available for the construction of additional terminal facilities?

A. Yes. You can see from Exhibit No. —— (311) which was prepared by the Port of Boston Commission at my direction, that there are approximately 358 acres of suitable waterfront property which is available for just such development. The Port of Boston Commission has thus far demonstrated its determination to expend any funds necessary for the proper development of the Port, and I know it plans to continue doing so.

Q. What charges are assessed to the vessels calling at the North Atlantic ports, including Boston?

[fol. 2876] A. Pilotage, towboat assistance, line-handling, dockage, with some exceptions, and stevedore charges for the use of services of one kind or another which for all practical purposes no cargo vessel may do without, and which by the terms of carriage are charges usually borne by the vessel operators.

Q. Can you indicate, by way of comparison, the levels of such charges at the various North Atlantic ports?

A. Yes. I call your attention to Exhibit No. —— (330), Exhibit No. —— (331), Exhibit No. —— (332) and Exhibit No. —— (333). I have had these exhibits prepared in order to provide a basis for comparing these charges at the

ports involved in this proceeding. I think a few concrete comparisons of charges at these ports on typical vessels would serve to show how the ports stand in respect to one another in this matter. First, pilotage charges for a vessel displacing 10,000 tons and drawing 20 feet of water would be, at Boston, $120.00; at New York $110.00; at Philadelphia, $135.00; at Baltimore $150.00; and at Hampton Roads, $120.00. Secondly, with respect to towboat charges, the charge for the period of minimum service would be, at Boston $54.00; at New York, $57.50; at Philadelphia, $85.00; at Baltimore, $130.00; at Norfolk, $322.08; and at Newport News, $268.40. Thirdly, the charge for handling the lines during mooring of a vessel displacing 10,000 tons, and requiring four men during regular working hours, would be, at Boston, $24.20; at New York, $40.00; at Philadelphia [fol. 2877] $20.00; at Baltimore $14.00; and at Hampton Roads, $10.00. On the same basis the charges for unmooring would be, at Boston, $22.20; at New York, $40.00; at Philadelphia, $20.00; at Baltimore, $10.50; and at Hampton Roads, $10.00.

Dockage charges are a more complicated story. For instance, Boston dockage is based upon the amount of cargo discharged and loaded; at New York it is based on gross registered tonnage of the vessel, and at Philadelphia, it is based on net registered tonnage of the vessel. I refer you to Exhibit No. —— (333) for the actual rate charged.

Q. Can you indicate the level of stevedore charges at the North Atlantic ports?

A. No. These charges are not a matter of public knowledge since they are negotiated between individual operators and stevedore firms. However, since wages constitute well over half of total stevedore charges, and since wage rates of longshoremen at all North Atlantic ports are uniform, stevedore rates probably fall within a fairly narrow range at all North Atlantic ports.

Q. What are the charges which, under various circumstances, may be assessed against cargo for the use of terminal facilities at the North Atlantic ports?

A. There are two such charges: wharfage and wharf storage.

Q. Will you explain these charges?

[fol. 2878] A. Wharfage is a charge for the use of the pier by cargo during loading or unloading. Wharf storage, on the other hand, is a charge for the use of the pier for temporary storage of cargo after the end of a period of free time.

Q. What is free time and why is it allowed?

A. Free time is a period during which cargo may remain upon the pier free of wharf storage charge. It commences for import cargo at 7:00 AM the day after the vessel finishes discharging, and for export cargo at 7:00 AM the day after the inland carrier places the cargo upon the pier. It is allowed because it is practically impossible for cargo to move in either direction without standing for some time on the pier. For instance, in the case of imports a minimum amount of time on the pier is necessary for clearance through customs; while in the case of exports, it is necessary for cargo to accumulate on the pier for a short time in order to build up sufficient cargo for the vessel. Generally, at all the North Atlantic ports, free time on import cargo is five days, and on export cargo, seven days.

Q. What is the purpose of wharf storage charges?

A. The purpose of wharf storage charges is to discourage cargo from remaining on the pier beyond the necessary minimum amount of time so that transfer of freight between vessel and inland carrier may be carried on expeditiously. Such charges vary according to the type of inland [fol. 2879] carrier involved, as well as according to whether the cargo is import or export cargo. In any case, however, they are negligible in amount.

Q. What do the data you have just presented on charges against vessels and against cargo indicate about Boston's competitive position with respect to the other North Atlantic ports?

A. These data show that Boston is competitive with the other North Atlantic ports, but has no over-all advantage. While Boston may have an advantage in respect to some charges, any such advantage is cancelled out by advantages of other ports in respect to other charges.

Q. Does Boston have the commercial facilities which are necessary to the carrying on of foreign trade?

A. Yes.

Q. What kind of such facilities are to be found at Boston?

A. The commercial and business firms engaged in the various aspects of foreign trade include steamship lines, insurance companies, banks with foreign departments, freight forwarders, custom brokers, ships' chandlers, inspection firms, and stevedore firms.

Q. Describe the steamship services available at Boston.

A. I refer you to Exhibit No. —— (341) which is made up from the June 7, 1957 edition of the Port of Boston Commission monthly Sailing List, and a portion of the June 14, 1957 edition of the Boston Marine Guide. It shows that Boston is served by 104 steamship companies, of which the 89 listed in Exhibit No. —— (341) are in the dry-cargo trade. The other 15 lines are in the bulk trade. Most of these lines have ships calling at Boston regularly, [fol. 2880] and ships of these lines travel to all the important trade areas of the world, as well as to some areas of lesser importance. Other witnesses will establish that the number of ships calling at Boston is sufficient to accommodate the present volume of traffic and that additional ships would appear in response to any increase in traffic at Boston which might occur as a result of this proceeding. This exhibit also shows typical inbound and outbound sailings to and from Boston.

Q. Please describe the banking, forwarding, and customs brokerage facilities at Boston.

A. In Exhibit No. —— (342) I have compiled a listing of companies engaged in the foreign trade, banking, freight forwarding and customs brokerage businesses at the ports of Boston, Philadelphia and Baltimore. Examination of this Exhibit shows that Boston has a number of firms engaged in these fields which compare favorably with the numbers of such firms at the other ports. The firms engaged in foreign trade activities at Boston are experienced, reliable and resourceful. In my opinion they are able to handle a far greater volume of foreign trade than they now handle without any undue strain. Furthermore, in the event of an increase in traffic at Boston, I would expect a speedy expansion of such facilities.

Q. Would you describe the ships' chandlers, inspection firms and stevedoring firms at Boston?

[fol. 2881] A. There are adequate chandlers, inspection firms, and stevedoring firms in the Boston area. I believe they are fully adequate to fill present needs, and that these firms may be readily expanded in the event the volume of traffic increases at Boston.

Q. Is there any agency which supervises the development and operation of the Port of Boston?

A. Yes. The Port of Boston Commission.

Q. Will you describe the responsibilities and activities of the Port of Boston Commission?

A. The Port of Boston Commission is the successor to the Port of Boston Authority which was established in 1945 by the Massachusetts Legislature and was directed to plan and undertake the physical and economic development of the Port. The Port of Boston Authority was succeeded in 1953 by the Port of Boston Commission which employs engineers, traffic experts, statisticians and others in the carrying out of its duties. The Port of Boston Commission may invoke the eminent domain power of the state when appropriate. The Commission also has a qualified public relations staff, and an active staff engaged in the solicitation of freight for movement through Boston.

Q. Do the employees on the solicitation staff deal directly with shippers?

[fol. 2882] A. Yes.

Q. When you were Director of the Port Commission did those employees inform you of responses they had received to their efforts to solicit freight from shippers and consignees in differential territory?

A. Yes. I was regularly informed of the efforts of our solicitors, and the progress being made.

Q. Have the shippers in differential territory shown any reluctance to ship via Boston when interviewed by the Commission's solicitors?

A. Yes.

Q. What is the chief reason given?

A. The existence of the port differential. Differential territory shippers have stressed that they are most of all concerned with obtaining the lowest laid-down cost of

delivery, and as long as the differential exists they are reluctant to ship through Boston.

Q. In your opinion, has this reluctance been a significant factor in the under-utilization of the facilities at Boston, which under-utilization you have already described?

A. Yes.

Q. Have you had any personal solicitation experience which would support your opinion?

A. Yes. In my capacity as Director of the Port of Boston Commission I have personally undertaken to solicit [fol. 2883] cargo for movement through Boston. In the course of these duties I have at various times called upon Federal agencies such as the General Services Administration, the Department of Agriculture and the Department of Defense, all of which undertake the shipment of cargo abroad. These shippers have expressed to me a decided unwillingness to use Boston as long as the port differential is in force. However, I was also frequently told that if the differential were eliminated, Boston could begin to be seriously considered as a port through which to route export and import freight originating in and destined for differential territory.

Q. Have you had any experience in the management of port facilities in connection with the national defense?

A. Yes. My duties as Chief Operational Officer of the Boston Tidewater Terminals Company included, during the war period, almost three years as a Chief Administrative and Operations Officer within the Boston Port of Embarkation. In that position, it was necessary for me to discharge the responsibility of getting the best possible utilization out of the Port for the war effort.

Q. Did Boston play a significant part in the movement of goods for the war effort during World War II?

A. Yes. Exhibit No. —— (362), the data for which was obtained from the Statistical Review, World War II, Army Service Forces War Department, shows that 9,864,000 measurement tons of military cargo moved via the Boston [fol. 2884] Port of Embarkation during World War II, which is an average of about 2.8 million tons per year. This put the Boston Port of Embarkation third on the Atlantic Coast in regard to the amount of military traffic

shipped out of Atlantic ports. New York was also a port of embarkation, but Philadelphia and Baltimore were subports of embarkation. Mostly military cargo moved through Boston. Exhibit —— (362) does not reflect civilian cargo movements.

Q. Was Boston utilized to capacity during this period?

A. Yes.

Q. Why was Boston used for military cargo more than several other Atlantic ports?

A. There were two principal reasons. First, Boston facilities were adequate to do the job. Secondly, routing to Europe through Boston increased the degree of utilization of vessels because of the shorter ocean distances and the fast turn-around time at Boston relative to the other Atlantic ports. With cargo capacity a critical bottleneck, maximizing such utilization was of extreme importance.

Q. Was the Port of Boston in complete readiness for the job of moving cargo at the beginning of hostilities in December 1941?

A. The facilities were largely in readiness, although expansion was necessary. But an experienced supervisory and labor force was not available. Our first big hurdle was training which was expensive and time consuming.

[fol. 2884A] Q. What is required to insure that a port will be in readiness at the beginning of hostilities?

A. In order to prevent loss of the experienced supervisory and labor force to other industries, continuous operation of a port at a high volume is necessary.

In my opinion, in any future war, the Port of Boston will be essential to the national defense, just as it was in World War II, and therefore in order to insure its readiness, continuous operation at a reasonably high volume of traffic is an essential.

[fol. 2885]

VERIFICATION

JOHN F. O'HALLORAN, being first duly sworn, on oath deposes and says: That he is the person who made the foregoing statement and accompanying exhibits; that he has read the same and that the statements therein contained are true and correct to the best of his knowledge, information and belief.

/s/ JOHN F. O'HALLORAN

John F. O'Halloran

Subscribed in my presence, and sworn to before me, by the affiant above named, this 20th day of June.

/s/ HELEN ANN SMITH

Helen Ann Smith
Notary Public, Commonwealth of Massachusetts
My Commission expires June 4, 1959

(NOTARIAL SEAL)

PILOTAGE CHARGES AT THE NORTH ATLANTIC PORTS OF

Boston, Mass.

New York, N. Y.

Philadelphia, Pa.

Baltimore, Md.

Hampton Roads, V. .

(Norfolk and Newport News)

2886

330

I.C.C. DOCKET I.&S. 6615
WITNESS _____
EXHIBIT NO. _____

BOSTON

Net Tonnage	Rate per foot of draft
Under 501 tons	$4.00
501 to 1,000 tons inclusive	4.50
1,001 to 1,500 tons inclusive	5.00
1,501 to 2,000 tons inclusive	5.50
Over 2,000 tons	6.00

Source: Boston Pilots Association.

2887

NEW YORK

Vessels entering harbor by way of the lower entrance channel are served by 2 pilot boats, one stationed near Ambrose Lightship, the other near the former location of Scotland Lightship. Vessels entering the harbor by way of Long Island Sound and Hell Gate are boarded by pilots at Executive Rocks or Sands Point.

Sandy Hook Pilotage: Pilotage rates from Sandy Hook to any point in the port, and from any point in the port to Sandy Hook are as follows:-

Draft (feet)	Inward or Outward Pilotage	Draft (feet)	Inward or Outward Pilotage
6	$ 33.00	18	$ 99.00
6.5	35.75	18.5	101.75
7	38.50	19	104.50
7.5	41.25	19.5	107.25
8	44.00	20	110.00
8.5	46.75	20.5	112.75
9	49.50	21	115.50
9.5	52.25	21.5	118.25
10	55.00	22	121.00
10.5	57.75	22.5	123.75
11	60.50	23	126.50
11.5	63.25	23.5	129.25
12	66.00	24	132.00
12.5	68.75	24.5	134.75
13	71.50	25	137.50
13.5	74.25	25.5	140.25
14	77.00	26	143.00
14.5	79.75	26.5	145.75
15	82.50	27	148.50
15.5	85.25	27.5	151.25
16	88.00	28	154.00
16.5	90.75	28.5	156.75
17	93.50	29	159.50
17.5	96.25	29.5	162.25

1988

NEW YORK (Continued

Draft (feet)	Inward or Outward Pilotage	Draft (feet)	Inward or Outward Pilotage
30	$165.00	36	$198.00
30.5	167.75	36.5	200.75
31	170.50	37	203.50
31.5	173.25	37.5	206.25
32	176.00	38	209.00
32.5	178.75	38.5	211.75
33	181.50	39	214.50
33.5	184.25	39.5	217.25
34	187.00	40	220.00
34.5	189.75		
35	192.50		
35.5	195.25		

Hell Gate Pilotage: Pilotage into or from the port by way of Hell Gate is charged at the rate of $4.00 per foot of draft.

Source: "Port of New York" Port Series No. 5, Corps of Engineers, U. S. Army, Revised 1953.

2889

PHILADELPHIA

The rates of pilotage for conducting a vessel from the Capes of Delaware to the City of Philadelphia or other place on the River Delaware, and from the City of Philadelphia or other place on the River Delaware, to the Capes of the Delaware, in either case shall be for every 1/2 foot of water which a vessel shall draw under, up to and including 12 feet, the sum of $2.50 per 1/2 foot and for every vessel drawing over 12 feet, the sum of $3.37½ per half foot of water, minimum draft charge of 8 feet.

Source: "Handbook of the Delaware River Port" - Delaware River Port Authority (1956).

2890

BALTIMORE

The following pilotage charges are assessed by the Association of Maryland Pilots for each vessel movement to or from the Port of Baltimore whether the vessel moves via the Virginia Capes or the Chesapeake and Delaware Canal:

Vessels with a draft of 13 feet and over	$7.50 per foot
Vessels with a draft of 10 feet and less than 13 feet	6.00 per foot
Vessels with a draft of less than 10 feet	5.50 per foot

Source: Port of Baltimore" - Port Series No. 10, Corps of Engineers, U. S. Army, Revised (1955).

2891

HAMPTON ROADS

Net Registered Tons	Rate per foot of draft	
	Cargo Rate	Bunker Rate
Under 501 tons	$3.60	$2.82
501 to 1,000 tons inclusive	4.20	3.18
1,001 to 1,500 tons inclusive	4.80	3.60
1,501 to 2,000 tons inclusive	5.40	4.02
Over 2,000 tons	6.00	4.44

2892

Source: "Ports of Greater Hampton Roads Annual 1956" - Hampton Roads Maritime Association.

331

I.C.C. DOCKET I.&S. 6615
WITNESS
EXHIBIT NO.

TOW BOAT CHARGES AT NORTH ATLANTIC PORTS OF

Boston, Mass.

New York, N. Y.

Philadelphia, Pa.

Baltimore, Md.

Hampton Roads, Va.

(Norfolk and Newport News)

2893

BOSTON

RATES SHOWN ARE PER TUG FOR SERVICE INDICATED

Assisting vessels to dock or undock	Base Rate 8 A.M.-4 P.M.	7AM-8AM 4PM-5PM	6AM-7AM 5PM-6PM	5AM-6AM 6PM-7PM	4AM-5AM 7PM8PM	3AM-4AM 8PM-9PM	2AM-3AM 9PM-10PM	1AM-2AM 10PM-11PM	12Mn-1AM 11PM-12MN
Group # 1	A $54	$ 70	$ 86	$102	$118	$134	$150	$166	$182
	B 81	97	113	129	145	161	177	193	209
Group # 2	A 59	75	91	107	123	139	155	171	187
	B 88	104	120	136	152	168	184	200	216
Group # 3	A 73	89	105	121	137	153	169	185	201
	B 110	126	142	158	174	190	206	222	238
Group # 4	A 98	114	130	146	162	178	194	210	226
	B 147	163	179	195	211	227	243	259	275
Group # 5	A 111	135	151	167	183	199	215	231	247
	B 166	190	206	222	238	254	270	286	302
Group # 6	A 148	180	196	212	228	244	260	276	292
	B 222	254	270	286	302	318	334	350	366
Group # 7	A 172	204	220	236	252	268	284	300	316
	B 258	290	306	322	338	354	370	386	402
Group # 8	A 233	281	297	313	329	345	361	377	393
	B 350	398	414	430	446	462	478	494	510

A Weekday Rates

B Sunday & Holiday Rates

When vessels are docking in Boston Upper Harbor, (Groups 1-5 inclusive) tugs meet them in the stream-off Castle Island, Army Base, Commonwealth Pier, South Boston, or East Boston Flats. If tugs are required to meet vessels at Quarantine anchorage (President Roads) or accompany vessels after undocking to President Roads, the charge from President Roads to Stream or vice versa, in addition to the docking or undocking rate, per tug-assisting $36; towing $75. To or from off Fins Ledge-assisting $72; towing $150. Saturdays, Sundays and Holidays 50% additional to those charges.

2894

BOSTON (Continued)

Pier Locations:

Group # 1	All piers, below bridges, in Boston Upper Harbor, including Hoosac, Mystic Piers, Navy Yard, Charlestown; Metropolitan Coal, Chelsea; National Dock, General Ship & Engine, Tidewater Coal Dock, Boston Marine Works, National Dock, Bethlehem Shipbuilding, Boston & Albany, Navy Fuel Pier, Bird Island Dolphins, East Boston; New Haven Piers, Commonwealth Pier, White Fuel, Edison's L Street, Army Base, Castle Island, Navy Yard, South Boston.
Group # 2	Esso Standard Oil, Mystic Iron Works, Everett Coke Works, Everett; Revere Sugar Refinery, Wiggin Terminal, Pier 51 Mystic, New England Coal & Coke, U.S. Gypsum Plant, Boston and Maine Mystic, Snider Fuel, Palmer & Parker's, Glendale Coal, Eastern Salt, Charlestown.
Group # 3	American Sugar Refinery, South Boston; Jonney's, Chelsea; Socony-Mobil Oil, State Fuel, East Boston.
Group # 4	American Oil, Chelsea. Group 5 rate applies for undocking if necessary to use turning basin off Hartel.
Group # 5	Tidewater Oil, Hartel, Union Oil, Revere; Monsanto Chemical, Everett; Gulf Oil, Chelsea River.
Group # 6	Socony-Mobil Oil, Proctor & Gamble, Quincy; American Agricultural Chemical, North Weymouth; Edison Light, Weymouth; Lynn Gas & Electric, Lampers, Reed & Costolo, Lynn.
Group # 7	Sprague, Breed; Stevens & Nowhall, Lynn; Deepwater Oil, Quincy; Cities Service, Braintree.
Group # 8	Salem Terminal, Salem; Gulf Refining, Beverly.

Source: Schedule of charges as published by Boston Towboat Co.

2895

[fol. 2896]

NEW YORK

The minimum per tug rates given in the following tabulation are for services performed between 8:00 a.m. and 4:00 p.m., Monday through Friday.

	Base Period Hours	Minimum Per Tug
East River Brooklyn Shore:		
69th St. Brooklyn - Gowanus Canal	1	$ 66.00
Erie Basin, Brooklyn-Brooklyn Navy Yard	1	57.50
Above Brooklyn Navy Yard-Dupont St., Brooklyn	1	73.00
Newtown Creek-Jackson & Greenpoint Ave., Bridges	1	96.00
Newtown Creek-Greenpoint and Meeker Ave., Bridges	1½	115.50
Newtown-Creek-above Meeker Avenue Bridge	1½	125.50
Long Island City (Queensborough Bridge)	1	92.50
Potts Cove, Steinway & Casino Beach	2	193.00
East River, New York Shore:		
Battery-Jackson St., East River	1	57.50
Jackson St.-Queensborough Bridge	1	92.50
Hunts Pt., Port Morris & Hell Gate	2	193.00
Whitestone	2	209.50
City Island	2	226.00
North River - New York Shore:		
Battery - Pier 62 North River	1	57.50
Pier 64, North River to Pier 99 North River	1	73.00
125th Street to 135th Street	1	114.50
Yonkers	2	193.00
Tarrytown	3½	303.00

Upper Bay - North River-New Jersey Shore:	Base Period Hours	Minimum Per Tug
Claremont, Black Tom, Greenville and Tankport	1	$ 96.00
Cavan Point	1	92.50
Jersey City (CRR of NJ)-10th St., Hoboken	1	57.50
10th St. Hoboken-Weehawken	1	73.00
Guttenberg	1	96.00
Edgewater	1	114.50
George Washington Bridge	1½	154.50
Staten Island-Sandy Hook:		
Staten Island Docks, New York Bay (including Bay Bridge & Staten Island anchorage)	1	92.50
Gravesend Bay	1½	147.00
Sandy Hook & So. West Split	2½	226.00
Leonardo, N. J.	2½	244.50
Kill Van Kull & Arthur Kill:		
Constable Hook, Bayonne (including Navy Depot & Liberty Anchorages)	1	92.50
Mariners Harbor - Port Johnson & points opposite	1	109.00
Bergen Point and Port Ivory	1	135.50
Elizabethport to So. Amboy (including Sayerville)	1	132.00
Newark Bay-Passaic & Hackensack Rivers:		
Port Newark	1½	165.00
Newark	2	193.00
Kearny	2	193.00
Kearny-Seaboard	2	208.00

2-897

[fol. 2898]

NEW YORK (Continued)

The charges for services in off-hours Monday through Friday range from about 130% of the minimum per tug rate for service during the hours 7:00-8:00 a.m. and 4:00-5:00 p.m., to between 1½ and 3 times the minimum per tug rate, depending on zone, for service performed between 10:00 p.m. and 2:00 a.m.

Charges for Saturdays, Sundays and holiday service range from 25-35% over the rates effective between Monday and Friday.

When service is commenced in one rate period and finished in another, the effective rate is the higher of the two.

For service in excess of the base period, the charge is $37.50 per hour per tug during the regular work week and $56.50 per hour per tug on Saturdays, Sundays and holidays.

Source: "The Port of New York" Port Series No. 5, Corps of Engineers, U. S. Army, Revised 1953.

2-898

PHILADELPHIA

Schedule of rates for tug power assistance to vessels docking and undocking in the Delaware River and Tributaries in clear water and clear berths.

	Each Tug
Between Delair Bridge & Windy Point	$ 85.00
Longue Island	113.00
Ft. Miffin & Hog Island	134.00
Paulsboro, outside Delaware River Front	134.00
Thompson Point	134.00
Paulsboro in Mantan Creek	155.00
Chester, Eddystone, Marcus Hook or Claymont Del.	148.00
Deepwater Point, N. J.	240.00
Wilmington, Delaware	240.00
Girard Point	140.00
Harkness Point	155.00
Point Breeze	162.00
Gibson's Point	176.00
Harrison's Wharf, Gray's Ferry	197.00
Bridesburg	140.00
Tacony	155.00
Cornwell Heights	193.00
Burlington and Roebling	212.00
Florence, N. J.	225.00
Trenton, N. J. and Morrisville, Pa.	240.00
Reedy Point to Chesapeake City or vice versa	500.00
Delaware City, Delaware	330.00

For all services on Saturdays each tug shall be paid 50% additional to all rates and charges in this schedule.

For all services on Sundays or holidays each tug shall be paid 100% additional to all the rates and charges in this schedule applying to the particular services.

For all tug services in this schedule before 8 a.m.; and after 4 p.m. there will be an additional charge of $22.00 per hour overtime for each tug including running time to and from tug station in addition to the regular rates. Overtime charges are to accumulate from 4 p.m. until tug returns to station. If tug remains out after midnight, the overtime charge to be accumulated from 4 p.m. to 8 a.m.

Source: Schedule of charges as published by the Curtis Bay Towing Co. of Pa. 2899

[fol. 2900]

BALTIMORE

Gross Tonnage	Per Tug 1	Per Tug 2	Per Tug 3	Per Tug 4	Per Tug 5	Per Tug 6	Per Tug 7
Up to 2050	$ 34.	$ 43.	$ 53.	$ 41.	$ 56.	$ 68.	$ 87.
2051-3050	40.	49.	59.	48.	63.	75.	94.
3051-3550	48.	56.	68.	54.	72.	88.	109.
3551-4050	54.	63.	75.	62.	82.	100.	121.
4051-4550	62.	69.	82.	68.	93.	112.	133.
4551-5050	68.	76.	88.	75.	103.	125.	146.
5051-5550	75.	83.	95.	82.	112.	138.	157.
5551-6050	82.	90.	102.	88.	122.	150.	170.
6051-6550	88.	96.	109.	95.	133.	161.	181.
6551-7050	95.	103.	115.	102.	144.	174.	195.
7051-7550	102.	110.	122.	109.	152.	185.	204.
7551-8000	109.	118.	130.	115.	162.	200.	218.
8001-8500	115.	123.	136.	122.	172.	213.	233.
8501-9000	122.	131.	143.	130.	184.	225.	245.
9001-9500	130.	137.	149.	136.	194.	239.	258.
9501-10,000	136.	144.	157.	143.	204.	250.	270.

2990

OOP-S

BALTIMORE (Continued)

1. Docking or undocking at Fairfield, Lower Canton, Port Covington, inside Lazaretto and shifting inside Lazaretto.

2. Docking, undocking or shifting at Curtis Bay; or shifting at Port Covington.

3. Docking or undocking at Sparrows Point.

4. Inside Lazaretto to Fairfield or Lower Canton, or vice versa; or shifting at Sea Wall No. 3 Anchorage or Canton, Ohio.

5. Quarantine to Curtis Bay, Port Covington Harbor or vice versa; or from Sea Wall No. 3 to Curtis Bay or Port Covington.

6. Between any two of the three points Port Covington, Curtis Bay and inside Lazaretto.

7. Sparrows Point to Quarantine, Baltimore, Curtis Bay, Port Covington or vice versa; Ore Pier and High Pier, Sparrows Pt. to Marine Dept., Sparrows Pt, or vice versa.

2901

OVERTIME RATE: $16.00 net per hour per tug.

Weekdays: (Monday to Friday inclusive).

When services require tugs to be operated before 7:00 A.M. and after 4:00 P.M. on weekdays, the tugs shall be paid a further charge of $16. net per hour per tug in addition to the appropriate regular rates.

For services after 4:00 P.M., overtime to count from 4:00 P.M. until tug or tugs have returned to tie-up station.

For services after midnight, time to count from time tugs are ordered into service until 7:00 A.M.

Saturdays, Sundays and Holidays:

Minimum of four hours, calculated in four hour periods: 7:00 A.M. to 11:00 A.M.

11:00 A.M. to 3:00 P.M. to be prorated over any other vessels the tugs may serve during that period.

For services after 3:00 P.M., time to count from 3:00 P.M. until tug or tugs return to tie-up station, with a minimum of four hours.

Source: "The Port of Baltimore" Port Series No. 10, Corps of Engineers, U. S. Army, Revised 1955.

2902

HAMPTON ROADS

Docking and Undocking (Charges apply days, nights, Sundays and Holidays).

NORFOLK

General Cargo Piers

Docking, undocking with steam, each operation 6¢ per net registered ton.
Without steam 7½¢ per net registered ton.

Minimum tonnage 3,500.

NEWPORT NEWS

General Cargo Piers

Docking and undocking one or both services, with power 5¢ net registered ton.
Docking and undocking one or both services, without power 7½¢ per net registered ton.

Minimum charge $67.00

2903

Source: "Ports of Greater Hampton Roads Annual 1956"
Hampton Roads Maritime Assoc.

332

I.C.C. DOCKET I.&S. 6615
WITNESS
EXHIBIT NO.

CHARGES FOR HANDLING LINES AT NORTH ATLANTIC PORTS OF

Boston, Mass.

New York, N. Y.

Philadelphia, Pa.

Baltimore, Md.

Hampton Roads, Va.

2984

BOSTON

Mooring (except oil docks)

Number of Men	Per Operation Straight Time	Over Time
3	19.68	25.04
4	24.20	31.30
5	28.67	37.56
6	33.20	43.88
7	37.67	50.14
8	42.20	56.44
9	46.73	62.76
10	51.25	68.98

Unmooring (except oil docks)

2	13.15	16.72
3	17.68	23.04
4	22.20	29.30
5	26.67	35.56
6	31.20	41.87

These rates do not apply at Weymouth, Quincy or Lynn.

Waiting time (over 1½ hours).

Straight time $2.55 per man per hour.

Over Time $3.53 per man per hour.

Source: Schedule of charges as published by Boston Line & Service Co. Inc.

2905

NEW YORK

Service furnished by stevedore at cost plus 10%.
Average charge $40.00, party of four including waiting time.

Source: Port Series No. 5, Corps of Engineers, U.S. Army, Revised 1953.

PHILADELPHIA

Mooring and unmooring between:

6:00 A.M. and 6:00 P.M.....$10.00
6:00 P.M. and 6:00 A.M.....$15.00

All vessels over 10,000 tons require four men to moor. When four men are ordered to moor or unmoor the charge will be double prevailing rate at that time.

Detention: - $2.50 per hour per man.

Source: Rates quoted in letter from Falls Ship Service, 333 N. Front St., Philadelphia, Pa., dated 10/8/56.

BALTIMORE

Straight Time

Making fast, per vessel	$14.00
Letting go, per vessel	$10.50

Overtime: For services performed before 8:00 A.M. and after 5:00 P.M. Monday through Friday, and for all service on Saturdays, Sundays and Holidays, there is an overtime differential charge of $3.35 per hour or fraction for each man employed, subject to a four hour minimum, such charges to be pro-rated if more than one vessel is served during the minimum period.

Source: Port Series No. 10, Corps of Engineers, U. S. Army, 1955.

HAMPTON ROADS

All steamships	$10.00

Source: "Ports of Greater Hampton Roads Annual - 1956" - Hampton Roads Maritime Assoc.

2906

333

I.C.C. DOCKET I.&S. 6615
WITNESS _____
EXHIBIT _____

DOCKAGE CHARGES AT NORTH ATLANTIC PORTS

BOSTON	12½¢ per ton of freight discharged from or loaded to vessels	
	Minimum charge per day	$50.00
NEW YORK	None at leased piers.	
	Port of New York Authority Piers:	
	Hoboken	3¢ per gross reg. ton per day
	Brooklyn	3¢ per gross reg. ton per day
	Columbia St.	3¢ per gross reg. ton per day
	Port Newark	2½¢ per gross reg. ton per day
PHILADELPHIA	None at railroad piers -	
	Philadelphia Piers Inc:	4¢ per net reg. ton of vessel per day
	Minimum charge per day	$100.00
BALTIMORE	None	
HAMPTON ROADS	None	

Source: Port of Boston Commission - PBC # 10
Port of New York Authority Tariff No. 1 D
Port of New York Authority Tariff No. 2 A
Port of New York Authority Tariff No. 5
Port of New York Authority Tariff No. 6
Philadelphia Piers Schedule No. 11

2907

342
ICC DOCKET I & S 6615
WITNESS_____
EXHIBIT_____

LIST OF CUSTOM HOUSE BROKERS AND FOREIGN FREIGHT FORWARDERS AT SELECTED NORTH ATLANTIC, SOUTH ATLANTIC AND GULF PORTS, VIZ:

Boston, Mass.
Philadelphia, Pa.
Baltimore, Md.
Hampton Roads, Va. viz:
  Norfolk, Va.
  Newport News, Va.
New Orleans, La.
Charleston, S. C.
Savannah, Ga.
Jacksonville, Fla.
Mobile, Ala.
Galveston, Tex.
Houston, Tex.

Source: Custom House Guide - 1956

LIST OF BANKS WITH FOREIGN DEPARTMENTS AT SELECTED NORTH ATLANTIC, SOUTH ATLANTIC AND GULF PORTS, VIZ:

Portland, Me.
Boston, Mass.
New Bedford, Mass.
Fall River, Mass.
Providence, R.I.
New Haven, Conn.
Bridgeport, Conn.
New York, N.Y.
Wilmington, Del.
Philadelphia, Pa.
Baltimore, Md.
Washington, D. C.
Norfolk, Va.
Newport News, Va.
Charleston, S. C.
Savannah, Ga.
Jacksonville, Fla.
Miami, Fla.
Tampa, Fla.
Pensecola, Fla.
Mobile, Ala.
New Orleans. La.

Source: First National Bank of Boston

2908

BOSTON

Custom House Brokers

American Express Co.
Andrews & Co. of Mass., D. C.
Conkey & Co., John A.
Davies, Turner & Co.
Dolliff & Co.
Dorf International, Inc.
Downing & Co., T. D.
Garvey Co., H. M.
Hamson, Raymond, H.
Hartnett, C. A.
Lambert & Co., H. P.
Lombard's Sons, A. C.
Pistorino & Co., Inc.
Powell Co., C. H.
Proctor Co., W. N.
Railway Express Agency Inc.
Rice & Co., Corp
Saratoga Forwarding Co.
Stockwell Co., E. Sidney
Stone & Downer Co.
Walker Services & Co.
Wilcon Co., F. B.

Foreign Freight Forwarders

American Express Co.
Andrews & Co. of Mass., D. C.
Conkey & Co., John A.
Davies, Turner & Co.
Dinsmoor, Clyde M.
Dolliff & Co.
Dorf International, Inc.
Downing Co., T. D.
Erskine Freight Forwarding Co.
Garvey Co., H. M.
Hamson, Raymond H.
Hartnett, C. A.
Jay-Jay Forwarding Service
Judson Sheldon Division
National Carloading Corp.
Lambert Co. Inc., H. P.
Lombard's Sons, A. C.
Pacific and Atlantic Shippers Assn.
Patterson Wylde & Co.
Pistorino & Co., Inc.
Powell Co., C. H.
Proctor Co., W. N.
Rice & Co., Corp.
Saratoga Forwarding Co.
Springmeier Shipping Co.
Stockwell Co., E. Sidney
Stone & Downer Co.
Wilcon Co., F. B.

2909

PHILADELPHIA

Custom House Brokers

Air Express International Agency Inc.
Allen Forwarding Co.
Davies Turner & Co.
Dorf International Inc.
Faunce, John H., Inc.
Friedman, Morris
Hampton J. W. Jr. of Philadelphia, Pa.
International Expediters, Inc.
Keer Maurer Co., Inc.
Kurz Co., Charles
Maurer Co., Albert F.
Philadelphia Transatlantic Line
Radbill & Co., Wm.
Rodgers & Co. Inc., John
Simon & Co., Carson M.
Steer, John A. Co., Inc.
Surface Freight Corp.
Vandergrift & Co. Inc., F. B.

Foreign Freight Forwarders

Allen Forwarding Co.
Behring Shipping Co.
Bernacki Inc., Peter A.
Davies Turner & Co.
Dorf International Inc.
Faunce, John H. Inc.
Friedman, Morris
Hampton, J. W. Jr. of Philadelphia, Pa.
Hemisphere Shipping and Service Co.
International Expediters, Inc.
Judson-Sheldon Division of
National Carloading Corp.
Keer, Maurer Co.
Kurz, Chas. Co.
Kurz, Gertrude S.
Marks and Coyle, Inc.
Maurer Co., Albert F.
Overseas Transports Co., Inc.
Pacific and Atlantic Shippers Assn.
Radbill & Co., Wm.
Rogers, John C., Inc.
Simon & Co., Carson M.
Sobelman & Co., Inc.
Springmeier Shipping Co.
Steer, John A. Co.
Surface Freight Corp.
Thomson & Earle, Inc.
Universal Transcontinental Corp.
Vandergrift & Co., Inc., F. B.

2910

BALTIMORE

Custom House Brokers

American Express Co.
Andrews & Co. of Maryland, Inc., DC
Baltimore and Ohio RR Co.
Behring Shipping Co.
Connor, John J.
Cotoman Co., The
Dorf International, Inc.
Dyson Shipping Co., Inc.
Hobelman & Co. Inc., R. G.
Masson, William H.
Railway Express Agency
Rosenthal, H. Edward
Rukert Terminals, Corp.
Shallus Co., The, F. H.
Shapiro & Co. Inc., Samuel

Foreign Freight Forwarders

Andrews & Co. of Maryland, Inc., D. C.
Avalon Forwarding Co.
Behring Shipping Co.
Connor, John S.
Cottman Co., The
Davis, Davis & Sons
Dorf International, Inc.
Dyson Shipping Co., The
Footner & Co.
Hobelman & Co. Inc., R. G.
Inland Forwarding, Inc.
International Ex editors, Inc.
Judson-Sheldon Division of
National Carloading Corp.
Kennedy-White & Co., Inc.
J. P. Link
Masson, William H.
Pacific & Atlantic Shippers Assn.
Rosenthal, H. E.
Rukert Terminals, Corp.
Shallus Co. The, F. H.
Shapiro & Co. Inc., Samuel
Springmeier Shipping Co. Inc.
Thomas & Earle, Inc.
Universal Transcontinental Corp.
Wedemann & Godknecht, Inc.

HAMPTON ROADS

Custom House Brokers

Norfolk

Cavalier Shipping Co. Inc.
Gaskell Co. Inc., Fred P.
Graham, Wm. F., Jr.
Hipage Co. Inc., The
Norton & Ellis, Inc.
Parker Shipping Co., W.S.
Rogers Inc., H. B.
Smith & Co., W. O.
Stone, W. M., Co.
Virginia Forwarding Corp.

Newport News

Hoffman & Co., Allan R.
Schade, Wilfred & Co.
(H.A. Koitz, Prop.)

Foreign Freight Forwarders

Norfolk

Cavalier Shipping Co. Inc.
Cavanaugh, W. D. Associates
Gaskell Co. Inc., Fred P.
Hipage Co. Inc., The
Norton & Ellis, Inc.
Parker Shipping Co., W. S.
Rogers Inc., H. B.
Smith & Co., W. O.
Stone, W. M. Co.
Virginia Forwarding Co.

Newport News

Hoffman & Co., Allan R.
Schade, Wilfred & Co.
(H.A. Koitz, Prop.)

2912

NEW ORLEANS

Custom House Brokers

Air Express International
American Express Company
Andrew & Co. of La., Inc., D. C.
Baxter Co.
Behring Shipping Co.
Cazales, L. J.
Dorf International, Inc.
De Pouey, M. M.
Gray, W. A.
Hampton Jr. & Co. Inc., J. W.
Intra-Mar Shipping Corp.
Ittman Brothers
Jackson & Sons, Inc., S.
Kraemer & Co., F. L.
Lambert Co., Inc., H. P.
Maher-Kop & Co.
Mattoon & Co., Inc.
Philbin, Emmet F.
Railway Express Agency
Rueffe Inc., Geo. Wm.
Surface Freight Corp.
West, Milton George
Westfeldt Brothers
Zanes W. R. & Co.

Foreign Freight Forwarders

Air Express International Corp.
Alexander & Co., V.
Allen & Co., J. W.
Alonso Shipping Co.
Alvarado, Fernando
American Express Co.
American Oceanic Forwarding Co.
American Shipping Co.
Andrew Co. of La., Inc., D. C.
Baxter Co.
Behring Shipping Co.
Brand Dispatching Co.
Byrens & Lowrey
Cia Transmares
Continental Fast Freight Co.
Cosmos Shipping Co.
Cottam H. T. & Co.
Dent, Inc.
Dixie Forwarding Co. of La., Inc.
Dorf International Inc.
De Pouey, M. M.
Dupre C. L. & Son
Dupuy Storage & Forwarding Corp.
Dyson Shipping Co.

2913

NEW ORLEANS

Foreign Freight Forwarders (cont.)

Exporters Forwarding Co.
Farrell Shipping Co., Inc.
Fast Mar Shipping Co.
Forwarding Co., Inc., The
Fritz & Co., Arthur J.
Garonne Grain Co.
Galiotto, Theodore N.
Gaskell Co., Inc., Fred P.
Gaynor P. A. & Co.
Glennon Drayage & Warehouse Co.
Gogarty Inc., H. A.
Gondrand Brothers, Inc.
Green, J. Ashton
Gulf Shipping Co.
Hampton Jr. & Co., J.W.
Haras Co.
Hatry, L.N.
Hawaiian Freight Forwarders, Ltd.
Hegewisch, A. E., Inc.
Heidl's
Hiern, L.H.
Hub Enterprises
Impex Service Co.
International Express
Interstate Forwarding Co., Inc.
Intra-Mar Shipping Corp.
Jackson S. & Son, Inc.
Judson Sheldon Division
Kerston Shipping Agency
Gulf Forwarding Co.
Kraemer & Co., F. L.
Lambert Co., Inc., H. P.
Leininger Co., Inc., George M.
Loeliger, Edmond
Lusk Shipping Co., Inc.
M & J Forwarding Agency
Maher-App & Co.
McCandless & Co.
Michels, J. R., Jr.
Mississippi Valley Forwarding Co.
Mohegan International Co. of La.
Morasco, B.
Nolan Bros. Shipping Co.
Osborn & Co., W. H.
Ovalle Co., M. J.
Pan American Shipping Co.
Penson & Co.
Peres Forwarding Co.
Planet Shipping Co.
Plant Shipping Co.
Porto Rican Express Co.
Priester, E. H.
Railway Express Agency
Raymond Shipping Co.
Rea, James L.
Renshaw H. S., Inc.
Reynoir Shipping Co.
Richeson & Sons Inc., W. L.
Rousseau, John E & Associates
Reuffe, Inc., George, Wm.
Marine Forwarding & Shipping
Mattoon & Co.

2914

NEW ORLEANS

Foreign Freight Forwarders (cont.)

Seven Seas Mercantile Transport Co.
Southern Traffic Association
T. R. Spedden
Stass, J. S.
Surface Freight Corp.
Swetting & Co.
Transoceanic Shipping Co.
Trans-marine Co.
Trans World Foreign Freight Forwarders
Trans World Shipping Corp.
Tujague Inc., Gerard, F.
Universal Transcontinental Corp.
Valle Forwarding Co.
Westfeldt Brothers
Wichterich, Al G. & Co.
Williams, J. G. R.
World-Wide Forwarders Co.
Zanes, W.R. & Co.

CHARLESTON, S. C.

Custom House Brokers

Charleston Overseas Forwarding Inc.
Comar Inc., R. B.
Richards, Inc., Frederick

Foreign Freight Forwarders

Charleston Overseas Forwarding, Inc.
Comar Inc., R. B.
Richards, Inc., Frederick
South Altantic Forwarding Co.
Southern Shipping Co., Inc.

SAVANNAH, GA.

Custom House Brokers

Craig Jr., Joseph
Frazier Jr., Wm. F.
James, John S.
Powers, D. J.
Tarver, James W.
Yarber, William A.

Foreign Freight Forwarders

Anderson Shipping Co.
Cavanaugh Associates
Craig Jr., Joseph
James, John S.
Smith & Kelly Co.
Stevens Shipping Co.
Tarver Shipping Co.

2914

[fol. 2916]

JACKSONVILLE, FLA.

Custom House Brokers

Linley, E. A.
McGiffin Inc., G.
Moller, Herbert B.
Sullivan, Henry E. Jr.

Foreign Freight Forwarders

Caldwell Shipping Co., Inc.
Kaufmann Shipping Co.
McGiffin & Co., Inc.
Moller, Herbert B.
Southern Shipping Co., Inc.
Strachan Shipping Co.

MOBILE, ALA.

Custom House Brokers

Burden, A. C.
Cunningham, N. D.
Godwin, John L.
Lee, James T.
Lee Rufus B.
Murray & Co., Richard
Page & Jones, Inc.

Foreign Freight Forwarders

Boule, Paul A.
Cunningham & Co., N. D.
Godwin Shipping Co., Inc.
Markley Export Corp.
Murray & Co., Richard
Provence & Co., T. A.
Southern Traffic Assn.

GALVESTON, TEX.

Custom House Brokers

J. D. Winchester
Zanes & Company
Railway Express Agency

Foreign Freight Forwarders

Collins & Gissel
Herbelin, F. J. Jr.
Michels, J.R. Jr.
Schurig & Co. H. E.
Shaw, Thomas F.
Stone Forwarding Co.
Winchester, J. D.
Zanes & Co., W. R.
Ziegler Inc., H. L.

HOUSTON TEX.

Custom House Brokers

Air Express International Corp.
Allert, Robert R.
Behring Shipping Co.
Canion, Leslie B.
Dorf International Co., Inc.
Patrick & Graves
Railway Express Agency
Smith & Co., R. W.
Surface Freight Corp.
Zanes & Co., W. R.

Foreign Freight Forwarders

Air Express International Corp.
Behring Shipping Co.
Dixie Forwarding Co., Inc.
Dorf International Inc.
Export Expediters of Houston
J. P. Harle Forwarding Co.
F. J. Herbelin
Houston Freight Forwarding Co., Inc.
Judson Sheldon Division of
National Carloading Corp.
Lee Shipping Co.
Lightning Express Service
Michels, J. R. Jr.
Patrick & Graves
Railway Express Agency
Schurig & Co., H. E., Inc.
Smith & Co., R. W.
South Ports Forwarding Co.
Stone Forwarding Co., Inc.
Surface Freight Corp.
Thibodaux & Co., C. J.
Universal-Transcontinental Corp.
Zane & Co., W. R.
Ziegler, H. L., Inc.

2917

[fol. 2918]

LIST OF BANKS WITH FOREIGN DEPARTMENTS AT SELECTED NORTH ATLANTIC, SOUTH ATLANTIC AND GULF PORTS.

Portland, Maine
- Canal National Bank of Portland
- First Portland National Bank

Boston Massachusetts
- Brown Brothers, Harriman & Co.
- The First National Bank of Boston
- The National Shawmut Bank of Boston
- The Merchants National Bank of Boston
- New England Trust Co.
- Pilgrim Trust Co.
- Rockland-Atlas National Bank of Boston
- Second Bank-State Street Trust Company
- United States Trust Company

New Bedford, Massachusetts
- The First Safe Deposit National Bank of New Bedford
- Merchants National Bank of New Bedford

Fall River, Massachusetts
- B.M.C. Durfee Trust Company
- Fall River National Bank
- Fall River Trust Company

Providence, Rhode Island
- Industrial National Bank
- Rhode Island Hospital Trust Co.

New Haven, Connecticut
- The First National Bank and Trust Co. of New Haven
- The Second National Bank of New Haven

Bridgeport, Connecticut
- The Bridgeport - City Trust Co.
- The Connecticut National Bank

New York, New York
- American Express Company
- American Trust Company
- Bank of America (International)
- Bank of New York
- Bankers Trust Company
- Belgian American Banking Corporation
- Brown Brothers, Harriman & Co.
- The Chase-Manhattan Bank
- Chemical Corn Exchange Bank
- Colonial Trust Company
- Empire Trust Company
- The First National City Bank of New York
- French-American Banking Corporation
- Grace National Bank
- Guaranty Trust Co. of New York
- The Hanover Bank
- Irving Trust Co.
- Manufacturers Trust Company
- Marine Midland Trust Company of New York
- The Merchants Bank of New York
- J. P. Morgan & Co., Incorporated
- The New York Trust Company
- J. Henry Schroder Banking Corporation
- Sterling National Bank and Trust Company

2918

FOREIGN TRADE BANKS - EAST & GULF COAST PORTS (CONT.) -11-

Wilmington, Delaware
Equitable Security Trust Co.
Wilmington Trust Co.

Philadelphia, Pennsylvania
Brown Brothers, Harriman & Company
Central - Penn. National Bank of Philadelphia
First Pennsylvania Banking and Trust Company
Girard Trust Corn Exchange Bank
Liberty Real Estate Bank and Trust Company
The Philadelphia National Bank
Tradesmens-Land Title Bank and Trust Company

Baltimore, Maryland
First National Bank of Baltimore
The Equitable Trust Co.
Fidelity-Baltimore National Bank & Trust Co.
Maryland Trust Co.
Mercantile Safe Deposit & Trust Co.
Union Trust Company of Maryland

Washington, District of Columbia
American Security and Trust Company
Riggs National Bank of Washington, D. C.

Norfolk, Virginia
The Bank of Virginia
National Bank of Commerce
Seaboard Citizens National Bank

Newport News, Virginia
First National Bank

Charleston, South Carolina
The Citizens and Southern National Bank of South Carolina
The South Carolina National Bank

Savannah, Georgia
The Citizens and Southern National Bank

Jacksonville, Florida
The Atlantic National Bank of Jacksonville
The Barnett National Bank of Jacksonville
Florida National Bank of Jacksonville

Miami, Florida
The First National Bank of Miami
Florida National Bank and Trust Company at Miami
Pan American Bank of Miami

Tampa, Florida
Exchange National Bank of Tampa
First National Bank of Tampa
Marine Bank & Trust Co.

Pensacola, Florida
The Florida National Bank of Pensacola

Mobile, Alabama
American National Bank & Trust Company
First National Bank of Mobile
Merchants National Bank of Mobile

New Orleans, Louisiana
Hibernia National Bank in New Orleans
The National Bank of Commerce in New Orleans
Whitney National Bank of New Orleans

2919

[fol. 2920]

I.C.C. EXHIBIT No. 27

ICC DOCKET I & S 6615
WITNESS Halloran
EXHIBIT NO. ——

This statement is verified. Unless written request for cross examination is received by the affiant or his attorney, Henry E. Foley, 10 Post Office Square, Boston, 9, Mass., not later than ten days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I & S DOCKET NO. 6615

VERIFIED TESTIMONY OF JOHN J. HALLORAN
ON BEHALF OF THE PORT OF
BOSTON COMMISSION

[fol. 2921] I & S 6615

Statement of John J. Halloran

Q. Will you state your name, position and business address.

A. John J. Halloran, Manager of the Maritime Association, Greater Boston Chamber of Commerce, 80 Federal Street, Boston, Massachusetts.

Q. Will you describe your experience in the field of shipping and transportation?

A. I began in the shipping business as a clerk with the United States Steamboat Inspection Service in 1907. When I left in 1918 I had become chief clerk. In 1918 I became manager at Sprague Steamship Company and was Vice President and General Manager of that company when I left in 1953. During the period I was at Sprague, the company was engaged in furnishing both scheduled and unscheduled vessel service. During my tenure at Sprague, I was appointed a Commissioner of the Port of Boston Authority and was Chairman of that organization during 1953. In 1953 I left both Sprague and the Port of Boston Authority and started in my present position as Manager of the Maritime Association of the Greater Boston Chamber of Commerce. I have also been chairman of the Collier Owners Association, a trade association made up of companies operating colliers and other bulk cargo vessels, and a director of two other trade associations, the National Federation of American Shipping and the American Merchant Marine Institute.

Q. Has your experience in the shipping field made you familiar with ocean freight movements through the Port of Boston and the other North Atlantic ports; with ocean rate-making practices in connection with such freight; [fol. 2922] and with the port facilities at Boston and their development?

A. Yes. My responsibilities at the Sprague Steamship Company included supervision of the scheduling of liners and routing of non-scheduled ships calling at all the North Atlantic ports. I am familiar with all aspects of the shipping business, including rate-making and traffic flows, and

have continued to maintain my familiarity with such matters. In my present position I am engaged in the promotion of the Port of Boston, and I am, as a result of these activities and of my former experience as well, familiar with the facilities at the Port of Boston, and with their development.

Q. Are you familiar with the types of ocean transportation available to shippers shipping via the North Atlantic ports, including Boston, with respect to the various kinds of freight moving through those ports?

A. Yes.

Q. Will you describe the various types of ocean shipping?

A. The ships engaged in foreign commerce in general, and also those plying routes to and from United States North Atlantic ports, run the gamut of specialization all the way from those ships able to carry a wide variety of types of cargo to those which are especially designed or equipped to carry only one type of cargo. Among the more specialized types of vessels are tankers, which are designed to carry bulk liquid cargo; refrigerator ships equipped to carry refrigerated cargo; and ore-and-coal carrying vessels. General cargo vessels, on the other hand, are equipped to carry all kinds of dry, non-bulk cargo, as [fol. 2923] well as some dry bulk cargo, such as grain. Many general cargo and specialized vessels are, of course, equipped to carry more than one kind of freight. For instance, general cargo vessels may be outfitted with refrigerator space, and may have tanks for the carriage of a certain amount of liquid in bulk. Very often such general cargo vessels are outfitted so that the specialized space is adaptable for use in carrying general cargo as well. Similarly, many highly specialized vessels are equipped to carry a certain amount of general cargo, usually on deck. Thus, there is a certain amount of flexibility as to what kind of cargo vessels of the various types may carry.

Q. What types of service are available for the shipment of ocean cargo?

A. There are three principal types of vessel service in foreign trade. These are "liner" service, "tramp" service, and the service of shipper-owned vessels.

Q. Would you kindly describe these types of ocean service?

A. Yes. "Liners" are vessels operated by steamship lines on schedules, at regular intervals, between designated ports. "Tramps", on the other hand, are vessels which do not operate on schedules, and which sail wherever the immediate demands of traffic dictate.

Tramp vessels are the contract carriers of the water shipping business. They are usually smaller and slower than liners. They may take on a full load from a single shipper, or take partial loads from several shippers. When a single shipper or a group of shippers acting together hires all the space on a vessel, the vessel is then said to be chartered. Charters may be of either of two types, time [fol. 2924] charters, and voyage charters. In a time charter the charterer hires the vessel fully manned, equipped, and supplied, except for fuel, for a specified period during which the vessel is entirely at his disposal. Time charters are not of importance in most foreign trade. A voyage charter is a hiring for a single trip. Occasionally a voyage or time charterer finds he has space available on a ship which is ready to sail, and he will accept small shipments in order to complete the cargo. Such shipments, though moving by tramp, are not said to be moving on charter.

A third kind of service, though one which is also not of importance in most foreign trade, is that performed by shipper-owned vessels, which are vessels owned by firms in whose business the cost of transportation, or the requirement of ready availability of vessels, are significant enough to make it profitable for them to enter the steamship business. These vessels carry freight for their owner's account, and for hire as well.

Q. Are there any significant differences with respect to the types of cargo typically carried by vessels operating in each kind of service?

A. Yes. For instance, generally cargo, especially where delivery time is an important item, is most often carried by liner since the shipper is able to rely on the published schedule of the line in making his delivery commitments and plans. Where the time of delivery is not crucial, a shipper may occasionally send general cargo by tramp.

On the other hand, when liner space is short, all shippers will use tramps.

Q. What kind of cargo would that be?

A. Usually bulk cargo, such as coal, grain, sulphur, fer-
[fol. 2925] tilizers, ores and bulk liquids, including petroleum products.

Q. Thank you. Will you please continue your description of the kinds of freight generally carried by vessels in the various kinds of service.

A. Yes. Shipper-owned vessels are usually employed in carrying bulk and specialized cargo, such as oil, coal, ores and refrigerator cargo, although some refrigerator cargo is carried by liners because many liners are appropriately equipped.

Q. Do individual vessels necessarily remain in one kind of service? That is, does a vessel operating as a tramp always operate as a tramp?

A. No. There is a certain amount of interchangeability of vessels as between liner and tramp services, and to some extent, between tramp and shipper-owned service. For instance, in periods of shortage of shipping space, shipping lines will often charter vessels from tramp operators to bolster their general cargo carrying capacity for short periods of time. By the same token, tramps may, in such periods, carry general cargo, either on top of bulk cargo, or occasionally as a full load, in cases where neither speed nor a definite delivery date is important to the shipper. Lastly, when shipper-owned vessels are not in demand by their owners, they are sometimes chartered to tramp or liner operators.

Q. You have already stated you are familiar with rate-making on ocean cargo. Could you tell us whether the methods of making ocean rates are the same for all kinds of ocean service?

A. No. The method of making ocean rates varies accord-
[fol. 2926] ing to the kind of service involved; that is, according to whether the cargo is to move by liner or by tramp. There is no ocean rate-making with respect to shipper-owned vessels, of course, insofar as such vessels are not let out for charter.

Q. Please describe the method employed to make rates on cargo moving by liner.

A. Liner rates are almost exclusively set by shipping "conferences". A conference is an association of independent shipping lines operating between the same geographical areas. They are usually formed for the purpose of stabilizing ocean rates by agreeing on what the rates will be. Thus, conferences resemble railroad rate committees. The rates on commodities which are subject to a substantial amount of tramp competition are often excepted from conference agreements, in which case the commodity is said to move on "open rates". However, by far the greater part of all freight carried by conference liners moves on fixed rates.

Q. Are such rates a matter of public knowledge?

A. Conferences in United States trades file with the Federal Maritime Board all agreements, and rates made pursuant to agreement. As a consequence, rates become widely known to the industry.

Q. Do the conferences quote uniform rates to and from all the North Atlantic ports?

A. Yes. Uniform rates are quoted to and from all the ports on the North Atlantic Range. There is also parity within the South Atlantic range and also within the Gulf range.

[fol. 2927] Q. Do the individual lines which are members of the conferences adhere to these rates faithfully?

A. I have been in the shipping business many years, and I have never observed any deviation from conference rates by conference members. Conference members are free to charge open rates which are not equal as among ports, but in my experience open rates are usually set on a parity basis.

Q. Have ocean rates set by conferences always been uniform to and from all the North Atlantic ports?

A. No. Prior to about 1916, liner rates to and from the North Atlantic ports were set largely on a distance basis. In fact, it was because of the water rate advantage which thereby resulted for Boston and New York as against Philadelphia, Baltimore and Hampton Roads, that the Agreement of 1877 between the Erie, New York Central, Penn-

sylvania, and Baltimore and Ohio Railroads was entered into, establishing rail differentials in order to equalize the through export-import rates to differential territory.

Following a period of Federal Government control of shipping in World War I, the conference lines instituted equal rates to and from the North Atlantic ports. Open rates have also been quoted generally on a parity basis since that time.

Q. Will you describe how non-conference liner rates are set?

A. Generally, non-conference lines charge conference rates, or slightly lower. They are not able to charge much lower rates than conference lines charge because the competing conferences will lower their rates in response to [fol. 2928] lower non-conference rates.

Q. Do non-conference lines charge uniform rates to and from the North Atlantic ports?

A. Yes. The practice of quoting uniform rates to and from all the North Atlantic ports has been adhered to by non-conference lines since about 1920. Non-conference lines also charge equal rates within the South Atlantic range and within the Gulf range. Non-conference outbound rates are filed with the Federal Maritime Board.

Q. What proportion of liner cargo moves by non-conference liner?

A. A very small part of all liner cargo moves by non-conference liners.

Q. Will you describe the method of making rates on cargo moving by tramp?

A. Tramp operators are not associated in conferences and do not make rates collectively. It is usual for tramp operators to charge substantially below conference rates since tramps are generally slower than liners, and the shipper does not have the benefit of scheduled delivery. Of course, in periods of shortage of shipping space, tramp rates may exceed liner rates.

Q. Are tramp rates quoted on a uniform basis with respect to all the North Atlantic ports?

A. Yes. With respect to voyage charters, the operator puts the ship up for charter on a coastal range basis, quoting a rate which is the same for a voyage to or from any

of the ports on the North Atlantic range. There are two [fol. 2929] exceptions to this general proposition. In the first place, small lots accepted by the charterer in order to make up a full load may move on any rate the charterer can obtain, and such rates cannot be called parity rates, strictly speaking. However, the movement of such lots by tramp is very rare. Secondly, when a tramp is discharged in a port at the expiration of a voyage charter, and is able to pick up a full outbound load in the same port, there is the possibility that the operator may save the expense of going elsewhere to load for the outbound trip, and in order to do so, he will occasionally offer the ship at something below the going rate in order to secure the cargo. This practice *could*, of course, occur at any of the North Atlantic ports since it can occur at any port where the cargo becomes available at just the right time.

Q. Does it, in fact, occur at Boston?

A. Rarely, if at all.

Q. Why?

A. Because there is a very small amount of export traffic at Boston.

Q. Does the practice you have just described occur at the other North Atlantic ports involved in this proceeding?

A. Yes.

Q. You have told us about voyage-charter rates. How do time charter rates fit into this picture of uniformity of rates as among ports?

A. Time charter rates are, of course, quoted with regard to time only. The idea of uniformity of rates as among ports is not, therefore, applicable to time charter rates.

[fol. 2930] Q. Have voyage charter rates always been uniform to and from United States North Atlantic ports?

A. No. Prior to some time in the late twenties or early thirties tramp operators quoted voyage rates which were not uniform among the North Atlantic ports, but which varied with distance. Tramp rate equalization to and from North Atlantic ports was complete by 1935 at the latest. Such equalization exists within the South Atlantic range, and within the Gulf range as well.

Q. What has been the history of rail rates in relation to

the changes you have described with respect to water rate equalization?

A. From at least 1877 to about 1916 was a period during which ocean rates varied according to distance; the rail differential was also in effect, and had the result of offsetting any water rate advantage accruing to Boston and New York resulting from the fact that the principal areas with which the United States then carried on trade were closer to Boston and New York. The effect was to put all the North Atlantic ports on a roughly equal basis with respect to combined rail-ocean rates, so that the shipper had a choice of ports largely unaffected by rates. On the other hand, since 1935 at the latest, ocean rates have been equalized, but the rail differential has remained in effect. Thus, today, all liner, and voyage-charter import and export cargo, with the minor exceptions I have mentioned, moving to and from differential territory, regardless of the foreign points of origin or destination, bears a combined rail-ocean rate which is different as among the North Atlantic [fol. 2931] ports by exactly the amount of the rail differential.

Q. You have so far described for us the kinds of ocean shipping service which are available, rate-making practices in the various kinds of service, and the history of those practices, especially as related to this proceeding. Now can you tell us something about the availability of ships at Boston and the other North Atlantic ports?

A. Yes. Mr. Day and I have caused to be compiled in exhibit form liner type vessel outbound schedules from the New York Journal of Commerce covering the North Atlantic ports during representative weeks in the spring and fall of 1956. This information is set out in Exhibits 210 through 215.

You will note that Exhibits —— (210), —— (211) and —— (212) are schedules for a sample period in the spring of 1956; and —— (213), —— (214), and —— (215) are schedules for a sample period in the fall of 1956. For the periods covered in both spring and fall you will find in Exhibits —— (210) and —— (213), actual schedules of all the liners calling at North Atlantic ports. Exhibits —— (211) and —— (214) show, in slightly summarized form,

for the same vessels, the order in which each one stopped at the North Atlantic ports. Exhibits —— (212) and —— (215) present the over-all pattern of liner calls at each of the North Atlantic ports.

These exhibits are analyzed by my co-sponsor, Mr. Day in his testimony. They show, basically, that the number of direct sailings from Boston is small, and that Boston has by far the highest percentage of first calls, and the lowest percentage of last calls of any of the major North Atlantic ports. As witness Day points out, these circumstances [fol. 2932] are unfavorable to Boston.

Q. Will you explain what determines the frequency and quality of sailings at a port?

A. The frequency and quality of sailings at a port depend almost entirely on the availability of cargo. Water carriers are in business to carry freight, and will make vessels available wherever they think freight may be secured.

Q. Can vessel operators react quickly to availability of cargo at new locations?

A. Yes. Re-scheduling and re-routing of vessels to take advantage of cargo availability are relatively simple to accomplish, since there is no investment in a roadbed to consider, as there is in the case of railroads, when determining whether or not to abandon one route in favor of another. The vessel operator need only consider whether, in the light of the alternative uses of a vessel which are open to him, the new cargo represents a profitable haul. If so, he will send the vessel to pick it up. The ease with which a particular vessel may be shifted is, of course, limited to some extent by the degree of specialization of the vessel involved with respect to the kinds of cargo it is able to haul. For instance, refrigerator space cannot be employed in moving ore or bulk liquids. Notwithstanding such limitations, however, the degree of ocean carrier routing flexibility, considering the world-wide pool of vessels as a whole, is very high, and vessels are, in fact, easily rerouted to take advantage of the availability of cargo.

[fol. 2933] Q. Can you give an example of such behavior?

A. Yes. Recently the Raytheon Manufacturing Co., a

company in the Greater Boston area, had a load of television picture tubes for shipment to Australia. Space was reserved on a liner. The vessel appeared on time, but the shipment was not ready. The line was anxious to secure the cargo and sent the vessel back to Boston on completion of its other scheduled North Atlantic port calls.

Q. Would this be true of vessel operators in all kinds of service?

A. Liners commonly call at more than one port in a range in order to insure that vessels sail fully loaded. Liner operators will certainly want to take advantage of the availability of any freight, and will alter their schedules to do so, if necessary. In my own shipping experience I have always found this to be the case.

What I have said in regard to liners is even more obviously true of tramps operating on voyage charter. Tramp operators are the traditionally footloose seekers after cargo and in their case re-routing in response to availability of freight is automatic since tramps on voyage charter are sent where the shipper decides. Thus, with respect to both liners and tramps on voyage charter, the availability of freight is the only factor which determines whether shipping service will be available at a port.

Both liner operators and tramp operators offering vessels for voyage charter might like to take advantage of the lower costs of direct sailing, but they must orient themselves to the availability of freight. Thus the possibility of [fol. 2934] achieving savings through direct sailing is only open to such operators when freight is available.

What I have said in respect to liners and tramps operating on voyage charter is also true in regard to tramps on time charter and to shipper-owned vessels; except that there is, with respect to such vessels, an additional consideration in the possibility of achieving cost savings through a higher degree of vessel utilization obtained by travelling the shortest possible routes. This possibility arises since such shippers will be interested in minimizing ocean operating costs and as shippers, they have control over the routing of the freight. But such a possibility is of limited significance in the over-all picture of ocean shipping because it is only possible in direct sailing situations

where return cargo is available; and it is only possible with respect to cargo moving by time charter or on shipper-owned vessels, which cargo is an unimportant part of total foreign trade.

Q. Do your remarks on availability of shipping apply at all the North Atlantic ports, including Boston?

A. Yes. Given an adequate volume of traffic at any port, including Boston, good and frequent sailings will be available.

Q. Would Boston have any locational advantage over other North Atlantic ports with respect to the limited amount of cargo moving on direct sailings by time charter and shipper-owned vessels?

A. No. All the ports on the North Atlantic range would be competitive in this regard were it not for the rail differential favoring Baltimore and Philadelphia. This is because the volume of export and import cargo routed via the North Atlantic ports originates and terminates at ocean distances about as favorable to Boston and New York on [fol. 2935] the one hand, as to Baltimore and Philadelphia on the other hand.

Q. You have testified that the reason for the present shipping situation at Boston is the low volume of traffic at Boston. Could you tell us what determines the volume in which freight moves through a port?

A. Yes. The three most important factors in the mind of the shipper which go to determine through which port he will route export or import traffic are the total cost of hauling goods, the total time in transit involved in routing via competing ports and the service available at each port. The total cost of hauling goods involves principally the ocean freight rate and the rail freight rate. The possibility of damage due to excessive handling in a congested port, and the possibility of incurring wharf storage charges due to the cargo waiting an excessive amount of time in a port as a result either of congestion or lack of sailings are cost items of lesser importance.

The total time in transit is composed of the ocean voyage time, the rail voyage time, and any waiting in port as a result of congestion or lack of sailings.

The services which are important are primarily freight forwarding, banking, insurance brokerage services, and availability of sailings, which latter, of course, relates directly to time in transit.

Q. How do you weigh the relative importance of these factors?

A. In my opinion the cost of hauling goods—meaning, principally, rail and ocean freight rates—is the most im- [fol. 2936] portant factor, especially in regard to low grade freight. Shippers of most cargo are primarily interested in minimizing the laid-down cost of delivering goods.

Q. How important are services at a port?

A. Services are important. But, except for the availability of sailings, in regard to which Boston is presently somewhat less favored than some other North Atlantic ports because of lack of access to Differential Territory freight, all the North Atlantic ports are adequately furnished with services and are therefore competitive. As I have already stated, Boston will also become competitive with respect to shipping services when the volume of traffic through Boston increases.

Q. How important is time in transit?

A. The importance of time in transit varies with the kind of freight which is involved. The shipper of high grade freight may be relatively unconcerned with freight rates because they constitute a small part of his delivered price. Such a shipper will frequently be very much concerned with time in transit. If the quickest service is obtained through using a high cost route, often he will not, merely on account of the rate, route his freight via a lower cost route.

The shipper of low grade freight, however, is faced with the fact that the cost of the haul constitutes a major part of his delivered price, so that in order for him to be competitive he must ship via the lowest cost route. For such a [fol. 2937] shipper, minimizing time in transit must ordinarily take second place to obtaining the lowest cost haul. Furthermore, most shippers of low grade commodities would not be very much concerned with time in transit, even in the absence of a transportation cost consideration, since

such commodities usually move in fungible and continuous lots. Examples would be ores, grain, coal, and other bulk cargo. Other witnesses will testify that it is very important for Boston to get an increased volume of such bulk cargo in order to be able to offer the balanced loads which will attract shipping. Such cargo will not normally move against a differential. But it is my opinion that, in view of the great importance of the cost of hauling goods to shippers of low grade freight, given rail parity, Boston will secure a significant amount of additional low grade traffic. Of course, with more sailings, Boston will also be able to attract more high grade traffic as well.

Q. Would additional import traffic into Boston cause unloading difficulties as a result of the practical impossibility of insuring that such cargo would always be top cargo?

A. No. It is usually possible to stow cargo so that such difficulties are eliminated. For instance, if bottom cargo must be discharged at the first port of call, excessive handling can be eliminated by having half a hatch leading to the lower hold stowed with cargo for that port. Then, when the hatch cargo is discharged it becomes simple to discharge the bottom cargo as well. The people in charge of such matters have developed many clever devices to solve the problems which necessarily arise in this regard. It is [fol. 2938] even possible to hold handling to a minimum in cases where the shipper is given an opportunity to designate his discharging port after the vessel has sailed.

Q. Bearing in mind that availability of shipping at a port is determined principally by availability of cargo, what is the over-all significance of the fact that traffic movements through a port are to some extent determined by the shipping services to be found there?

A. Although one determinant of the routing of freight—though not the most important one—is availability of ships, as I have already stated, there is a much stronger relationship in the other direction. More freight will certainly bring more ships. It is only a question of initiating a cumulative process.

The elimination of the differential will result in more import and export traffic being routed through Boston. Vessel

operators will quickly rise to the opportunity and insure that no shipper will route via another port for lack of ships at Boston. There is no question but that lack of freight at Boston is the disease with respect to which Boston's shipping situation is largely a symptom.

Q. Have you any evidence that ships calling at Boston handle very little differential territory freight?

A. Yes. I have caused to be put together in Exhibit —— (361) the results of a survey by the Port of Boston Commission of the domestic origination and destination of traffic handled by several steamship lines calling at Boston. I [fol. 2939] think this survey shows inland traffic flows which are typical for freight moving through Boston. I think it is clear from the sampling shown in this Exhibit that most of the traffic hauled by those lines originates and terminates in or around New England or the Middle Atlantic states. You can see there is almost no differential territory traffic carried by these lines.

VERIFICATION

JOHN J. HALLORAN, being first duly sworn, on oath deposes and says; that he is the person who made the foregoing statement and accompanying exhibits; that he has read the same and that the statements therein contained are true and correct to the best of his knowledge, information and belief.

/s/ JOHN J. HALLORAN
John J. Halloran

Subscribed in my presence, and sworn to before me, by the affiant above named, this 20th day of June 1957.

/s/ HELEN ANN SMITH
Helen Ann Smith
Notary Public, Commonwealth of Massachusetts
My Commission expires June 4, 1959.

(NOTARIAL SEAL)

[fol. 2940]

I.C.C. Exhibit No. 28

ICC DOCKET I & S 6615
WITNESS BROOKS

I & S Docket No. 6615

TESTIMONY OF BENJAMIN J. BROOKS ON BEHALF OF THE PORT OF BOSTON COMMISSION

[fol. 2941]

Direct Testimony of Benjamin J. Brooks
Traffic and Transportation Specialist
Washington, D. C.

Q. Kindly state your name, business, and position?

A. Benjamin J. Brooks, Washington Loan and Trust Company Building, Washington, D. C. I am a traffic and transportation specialist, and an attorney specializing in transportation matters.

Q. Please describe your experience in the transportation field?

A. I have been engaged in traffic and transportation work in Washington since 1922. For a period of about eight months during 1936 and 1937 I worked as a report writer for the Fourth Section Board of the Interstate Commerce Commission. During World War II, I was an officer in the Transportation Corps of the Army where I was particularly concerned with freight rates, terminal and other accessory charges. Prior to World War I, I was employed by the St. Louis-San Francisco Railway at St. Louis. Most of my eleven years with that company were spent in the freight traffic department where I was engaged in the making of rates and the compiling of tariffs, and for some time I was in charge of the compilation of all tariffs for that railroad.

Q. Have you appeared in proceedings before the Interstate Commerce Commission?

A. Yes. I have appeared in many such proceedings, including the New England Port Differential Case, Docket Number 13548, decided in 1925.

[fol. 2942] Q. Has your experience in the transportation field made you familiar with the principles and practices of railroad rate-making and the routing of rail cargo?

A. Yes. My experience in such matters goes back over forty years, and I have specialized in transportation matters, especially with respect to rate-making and traffic, ever since.

Q. Mr. Brooks, can you tell us whether export and import rates are, or are not, usually made on a distance basis?

A. Most export and import rates are definitely not made on a distance basis. I have put together several exhibits to show this point. The first of these is Exhibit No. —— (710), which I have put together on the basis of Docket 28300 mileages. This Exhibit deals with distances between points in differential territory and South Atlantic ports and Gulf ports, Baltimore and Boston. You will note that the first column shows points in differential territory, the second column lists South Atlantic and Gulf ports, the third column shows distances between the same differential territory points and Baltimore. The fourth column shows mileage disregard as among Baltimore, and South Atlantic and Gulf port distances to each differential territory point. As Mr. Day's Exhibit No. —— (170) shows, all such ports and Baltimore are on a parity basis with respect to points in differential territory. The fifth and sixth columns show the mileages between each point in differential territory and Baltimore and Boston, and the seventh column shows the mileage differences to differential territory points. Baltimore, of course, enjoys a dif-

[fol. 2943] ferential under Boston to and from differential territory. The eighth column shows the excess of mileage disregard as between South Atlantic and Gulf ports, on the one hand, and Baltimore, on the other, over the mileage differences as between Baltimore and Boston.

The point which should be appreciated here is that although Baltimore and South Atlantic and Gulf ports are on a parity basis with respect to certain export and import traffic from and to differential territory, the mile-

age disregard there involved greatly exceeds in many cases the mileage differences as between Boston and Baltimore to and from points in differential territory. But Baltimore gets a differential under Boston. As an example, you can see that the mileage disregard as between Baltimore and Houston is 475 miles on movements to Cincinnati. Baltimore and Houston are on a parity basis with respect to Cincinnati. On the other hand, although Boston is only 331 miles further from Cincinnati than is Baltimore, Baltimore has a differential under Boston. Thus, Boston is 144 miles closer to Cincinnati than is Houston. Also Boston is 144 miles nearer to the Baltimore distance to Cincinnati than is Houston.

Q. Can you give us other examples in which mileage is disregarded in rate-making?

A. Yes. I have put together in a form similar to that of Exhibit No. —— (710), Exhibit No. —— (711) which compares mileage disregard on routes between the South Atlantic and Gulf ports, on the one hand, and differential territory on the other, with the mileage difference from Boston and Baltimore to points in differential territory. [fol. 2944] I also refer you to Exhibit No. —— (712) which shows mileages, and import commodity rates which are on a parity basis between southeastern interior points on the one hand, and South Atlantic and Gulf ports, on the other. You will note for example, that there is parity on salt cake moving to Brunswick, Ga., from both Savannah, Ga., and Jacksonville, Fla., and that the mileage disregard is 16 miles, which is 21% of the length of the haul from Savannah. Moving on down the columns, you can see that tapioca flour moves on parity rates as between Miami, Fla., and Greenville, S.C., on the one hand, and Panama City, Fla., and Greenville, S.C., on the other hand. The mileage disregard in that case is 235 miles, or 48% of the length of the haul from Panama City, Fla.

Another Exhibit which I have set up along the same lines is Exhibit No. —— (713) showing cases in which import rates on commodities moving between southwestern interior points and Gulf ports are on a parity basis, and which also shows the mileage disregard there involved. For example, oranges moving between Panama City, Fla.,

and Carthage, Mo., on the one hand, and Houston, Tex., and Carthage, Mo., on the other hand, move on equal rates, and the mileage disregard is 274 miles, which is 45% of the length of the haul between Houston and Carthage.

I have prepared Exhibit No. —— (714) which shows parity export and import commodity rates between Texas and Louisiana ports, on the one hand, and Texas and Louisiana interior points, on the other hand, together with the mileage disregard there involved. It should be noted that the ICC had ordered equalization on movements in- [fol. 2945] cluding up to 25% mileage disregard in *Galveston Com. Asso.* v. *Galveston, H & S.A. Ry.*, I.C.C. Docket No. 12798.

I further refer you to Exhibit No. —— (715) which I have prepared, which shows equal domestic, export and import commodity rates from North Dakota, Texas and New Mexico points to and from Los Angeles, Calif., and Seattle, Wash., together with the mileage disregard involved.

Lastly, I refer you to Exhibit No. —— (716), which I have had prepared to show mileages to and from Canadian points and Canadian and United States North Atlantic ports, together with domestic, import and export class rates. I think you can easily pick out the cases of equal rates and unequal distances. For instance, on page 1 of this Exhibit you will note that with respect to the hauls between Brockville, Ontario and Halifax, on the one hand, and Brockville and Philadelphia, on the other hand, there is import rate parity, while the respective distances are 925 miles and 561 miles.

It is clear from the above Exhibits that mileage disregard with respect to rates to and from ports is customary.

Q. Can you tell us any other situations in which mileage is disregarded in rate-making?

A. Yes. I have prepared Exhibit No. —— (721) which shows specific tariff distances between Baltimore and differential territory points via Pennsylvania Railroad and New York Central routes, on the one hand; and between Boston and such points via Boston and Maine and New York Central routes, on the other hand; also between Norfolk, Va., on the N & W, and such points; together with

[fol. 2946] the maximum circuity as determined under a maximum circuity rule which I will go into in detail later. It can be seen that from *Baltimore* the New York Central would be able, under the maximum circuity rule, to receive substantial hauls to and from such points at the Baltimore rate, while out of Boston it is now obliged to charge the higher differential rate on hauls which are in most cases substantially shorter than the maximum circuity allowable from Baltimore. For instance, from Baltimore to Cleveland, Ohio, the total distance via the route listed in the Exhibit is 531 miles, of which the Pennsylvania accounts for 436 miles, and the New York Central for only 95 miles. The maximum circuity permissible at the Baltimore rate is 760 miles, but out of Boston, traffic on the New York Central haul of 653 miles to Cleveland must move at the higher Boston rate. I have figured the New York Central system distance as 15 miles longer than the Boston and Maine distance, since in order for the New York Central to get the entire haul it is only necessary to increase the B & M - NYC distance by 15 miles. This is the point, of course. The New York Central would like to get its long haul. Via Baltimore it would get only a 95 mile haul, but via Boston it would get a 668 mile haul, which is within the 760 mile limitation under the maximum circuity rule. If the New York Central had a 668 mile route, or any distance up to 760 miles, to Cleveland, then from Baltimore it could get the entire haul at the Baltimore rate; but it cannot get a haul of 668 miles out of Boston except at the differential rate.

[fol. 2947] Q. How common are situations in which the route actually travelled is longer than the short-line route?

A. Such situations are very common. In Exhibit No. —— (722) I have assembled all the routes between Boston and Cleveland for traffic originating on the Boston and Maine Railroad at Boston. You can see that, in the first place, there are a large number of such routes. Secondly, and of even more significance, the longest route is just short of 400 miles longer than the short tariff route. Also, the longest route is about 22 miles short of the maximum circuity.

Q. Can you give us some idea of typical maximum allowable circuities under the maximum circuity rule?

A. Yes. I have prepared Exhibit No. —— (723) which is a table of maximum allowable circuities for Docket 28300 distances from 300 to 1500 miles. The table shows the maximum distances over which traffic may be handled at the same rates as those applicable over the short routes.

Q. Mr. Brooks, you have thus far dealt principally with rate-making on traffic moving through ports. Could you tell us about equalization of rates as it occurs on traffic not moving through ports?

A. Yes. Just as ports are gateways for ocean and inland portions of hauls in foreign trade, the river crossings of the Mississippi and Ohio Rivers constitute gateways as to traffic moving across those rivers. As to such crossings, the aggregate-of-intermediates rule has the effect of equalizing rates on hauls through these gateways. Let me quote the text of the Aggregate of Intermediates Rule, which is found in item 145-A of supplement 40 to Agent H.R. [fol. 2948] Hinsch's tariff I.C.C. 4488, Docket 28300 class rate tariff which applies between points in Western trunkline territory *and* points in central territory:

> "AGGREGATE OF SEPARATELY ESTABLISHED (joint, local and/or proportional) RATES. If the aggregate of separately established (joint, local and/or proportional) rates applicable on interstate traffic contained in this tariff lawfully on file with the Interstate Commerce Commission applicable via any route over which the through rate published in this tariff, or as same may be amended, apply, produces a lower charge on a shipment than the rates published in this tariff, or as same may be amended, such aggregate of rates will apply via all routes over which the rates shown in this tariff, or as same may be amended, are applicable, and the through rates published in this tariff, or as same may be amended, has no application as to that shipment."

The effect of this rule is to allow all traffic on movements routed across the Mississippi River at gateways between

Cairo, Ill., and Dubuque, Ia., to take the lowest combination rate applicable between the points of origin and destination, regardless of which of such crossings is in fact used in constructing the rate.

A similar rule is in effect in connection with rates applicable on traffic moving between points north of the Ohio River *and* points South of that River. See item 85-D of supplement 425 to I.F.A. tariff, Agent Raasch's I.C.C. 485.

Q. Have you prepared an exhibit which shows for all rate base points in differential territory the Baltimore maximum circuity and how it compares with the Docket 28300 distances from Boston to such points?

A. Yes. This is Exhibit No. —— (724) which I have prepared.

[fol. 2949] I further direct your attention to Exhibit No. —— (725) which I have prepared, and which shows what the added mileage would be if the Boston carriers were able to take advantage of their long hauls. I think you can see that the short tariff mileages between Boston and differential territory points use up very little circuity over the short haul mileages.

Q. What is the effect on the railroads serving Boston of the conditions you have described?

A. Take the New York Central, for instance. It gets a lot less long haul traffic than it would if it were not hampered by the differential; since it is forced to share the haul with other railroads. To illustrate this point, I have put together Exhibit No. —— (730) and Exhibit No. —— (731) which show the junction points at which the New York Central normally turns over eastbound traffic to other carriers, and the junction points at which the New York Central normally receives westbound traffic from the connecting carriers. These points are different because the New York Central gets the short haul in both directions. I think you can see that the New York Central does not have the advantage of its long hauls.

MAXIMUM MILEAGE DISREGARD (BASED ON DOCKET 28300 MILEAGES) ON PORT EQUALIZATION BETWEEN BALTIMORE, MD. and SOUTH ATLANTIC AND GULF PORTS (See note) COMPARED WITH DIFFERENCES IN DISTANCES BOSTON, MASS. OVER BALTIMORE, MD., WHERE PORT DIFFERENTIALS ARE IN EFFECT.

I.C.C.DOCKET 1 & S. 6615
WITNESS BROOKS
EXHIBIT
SHEET 1 of 2 Sheets

	Port Equalization			Port Differentials			Port Equalization Mileage Disregard Excess over Boston Mileage Difference over Baltimore (See Note)
Inland Point	Port	Miles	Mileage Disregard	Port	Miles	Mileage Difference	Miles
Cincinnati,O.	Baltimore, Md.	560	-	Baltimore	560	-	
(G)	Houston, Tex.	1035	475	Boston	891	331	144
	Corpus Christi,Tex.	1257	697				366
Indianapolis,Ind.	Baltimore, Md.	650	-	Baltimore	650	-	
(G)	Houston, Tex.	964	314	Boston	934	284	30
	Corpus Christi, Tex.	1186	536				252
Chicago, Ill.	Baltimore, Md.	767	-	Baltimore	767	-	
	Jacksonville, Fla.	1055	288	Boston	973	206	82
	Corpus Christi, Tex.	1257	490				284
Milwaukee,Wis.	Baltimore, Md.	831	-	Baltimore	831	-	
	Jacksonville, Fla.	1139	308	Boston	953	122	186
	Corpus Christi, Tex.	1341	510				388
Rockford, Ill.	Baltimore, Md.	851	-	Baltimore	851	-	
	Jacksonville, Fla.	1117	266	Boston	1050	199	67
	Corpus Christi, Tex.	1271	420				221
Davenport, Ia.	Baltimore, Md.	919	(M) 62	Baltimore	919	-	
	Wilmington, N.C.	1128	(M)271	Boston	1128	209	62
	Corpus Christi, Tex.	1189	(M)332				123
	Mobile, Ala.	857	-				

250

710

I.C.C.DOCKET I.& S. 6615
WITNESS BROOKS
EXHIBIT
SHEET 2 of 2 Sheets

Port Equalization
Mileage Disregard
Excess over Boston Mileage
Differences over Baltimore
(See Note)

Inland Point	Port Equalization Port	Miles	Mileage Disregard	Port Differentials Port	Miles	Mileage Difference	Miles
Janesville, Wis.	Baltimore, Md.	858	-	Baltimore	858	-	
	Jacksonville, Fla.	1144	286	Boston	1023	165	121
	Corpus Christi, Tex.	1303	445				280
Sheboygan, Wis.	Baltimore, Md.	884	-	Baltimore	884	-	
	Jacksonville, Fla.	1191	307	Boston	979	95	212
	Corpus Christi, Tex.	1394	510				415
Fond du Lac, Wis.	Baltimore, Md.	894	-	Baltimore	894	-	
	Jacksonville, Fla.	1201	307	Boston	1016	122	185
	Corpus Christi, Tex.	1390	496				374
Madison, Wis.	Baltimore, Md.	897	-	Baltimore	897	-	
	Jacksonville, Fla.	1182	285	Boston	1032	135	150
	Corpus Christi, Tex.	1331	434				299
Green Bay, Wis.	Baltimore, Md.	909	-	Baltimore	909	-	
	Jacksonville, Fla.	1251	342	Boston	991	82	260
	Corpus Christi, Tex.	1452	543				461
Appleton, Wis.	Baltimore, Md.	914	-	Baltimore	914	-	
	Jacksonville, Fla.	1237	323	Boston	196	82	241
	Corpus Christi, Tex.	1424	510				428
Dubuque, Ia.	Baltimore, Md.	939	(M) 10	Baltimore	939	-	
	Jacksonville, Fla.	1174	(M) 245	Boston	1133	194	51
	Corpus Christi, Tex.	1264	(M) 335				141
	Mobile, Ala.	929	-				
Dodgeville, Wis.	Baltimore, Md.	941	-			-	
	Jacksonville, Fla.	1192	251	Baltimore	941		113
	Corpus Christi, Tex.	1335	394	Boston	1079	138	256

(G) Also Galveston, Tex.
(M) Based on Mobile as the short-haul port.

NOTE: Corpus Christi, Tex. is the long-haul port. The major long-haul port is also used.

2951

[fol. 2952]

711

ICC DOCKET I.&S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 1 of 2 Sheets

MAXIMUM MILEAGE DISREGARD (BASED ON DOCKET 28300 MILEAGES) ON PORT EQUALIZATION BETWEEN SOUTH ATLANTIC AND GULF PORTS COMPARED WITH DIFFERENCES IN DISTANCES BOSTON, MASS. OVER BALTIMORE, MD., WHERE PORT DIFFERENTIALS ARE IN EFFECT.

Inland Point	PORT EQUALIZATION Port	Miles	Mileage Disregard	PORT DIFFERENTIALS Port	Miles	Mileage Difference	PORT EQUALIZATION MILEAGE DISREGARD Excess over Boston Mileage Differences over Baltimore (See Note) Miles
Centralia, Ill.	Mobile, Ala.	604	-	Baltimore	841		
	Wilmington, N.C.	933	329	Boston	1126	285	44
	Corpus Christie, Tex.	1005	401				116
Evansville, Ind.	Pensacola, Fla.	612	-	Baltimore	787	-	
	Wilmington, N.C.	845	233	Boston	1102	315	
	Corpus Christi, Tex	1051	439				124
St. Louis, Mo.	Mobile, Ala.	641	-	Baltimore	891	-	
	Wilmington, N.C.	990	349	Boston	1174	283	66
	Corpus Christi, Tex	996	355				72
Louisville, Ky.	Pensacola, Fla.	643	-	Baltimore	670	-	
	(G) Houston, Tex.	930	287	Boston	1001	331	
	Corpus Christie, Tex.	1152	509				178
Litchfield, Ill.	Mobile, Ala.	661	-	Baltimore	857	—	
	Wilmington, N.C.	990	329	Boston	1129	272	57
	Corpus Christi, Tex	1044	383				111
Mattoon, Ill.	Mobile, Ala.	664	-	Baltimore	778	-	
	Wilmington, N.C.	939	275	Boston	1060	282	
	Corpus Christi, Tex.	1085	421				139
Springfield, Ill	Mobile, Ala	706	-	Baltimore	841	-	
	Wilmington, N.C.	1010	304	Boston	1106	265	39
	Corpus Christi, Tex	1087	381				116
Danville, Ill.	Mobile, Ala.	731		Baltimore	735	-	
	Jacksonville, Fla.	923	202	Boston	994	259	
	Corpus Christi, Tex.	1150	419				160
Crawfordville, Ind.	Mobile, Ala	750		Baltimore	694	-	
	(G) Houston, Tex.	956	206	Boston	963	269	
	Corpus Christi, Tex.	1178	428				159

(Cbd. on next Sheet)

2952

711

ICC DOCKET I.&S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 2 of 2 Sheets

Inland Point	PORT EQUALIZATION Port	Miles	Mileage Disregard	PORT DIFFERENTIALS Port	Miles	Mileage Differonce	PORT EQUALIZATION MILEAGE DISREGARD Excess over Boston Mileage Differonces over Baltimore (See Note) Miles
Mexico, Mo.	Mobile, Ala	754	-	Baltimore	977	-	80
	Wilmington, N.C.	1099	345	Boston	1242	265	
Quincy, Ill.	Mobile, Ala.	758		Baltimore	942	-	
	Wilmington, N.C.	1111	353	Boston	1207	265	88
Pooria, Ill.	Mobile, Ala.	767	-	Baltimore	849	-	
	Wilmington, N.C.	1038	271	Boston	1083	234	37
	Corpus Christi, Tex.	1147	380				146
LaFayette, Ind.	Mobile, Ala.	777	-	Baltimore	699	-	
	Jacksonville, Fla.	952	175	Boston	948	249	
	Corpus Christi, Tex.	1197	420				171
Stroator, Ill.	Mobile, Ala.	789	-	Baltimore	819	-	
	Jacksonville, Fla.	1035	246	Boston	1037	218	28
	Corpus Christi, Tex.	1189	400				182
Burlington, Ia.	Mobile, Ala.	826	-	Baltimore	942	-	
	Wilmington, N.C.	1130	304	Boston	1168	226	78
Michigan City, Ind.	Mobile, Ala.	868	-	Baltimore	722	-	
	Jacksonville, Fla.	1039	171	Boston	921	199	
	Corpus Christi, Tex.	1275	407				208

(G) - Also Galveston, Tex.

2953

[fol. 2954]

712

I.C.C. DOCKET I. & S.6615
WITNESS BROOKS
EXHIBIT
SHEET 1 OF 2 SHEETS

IMPORT RATES SHOWING EQUALIZATION AT SOUTH ATLANTIC PORTS ON TRAFFIC TO SOUTHEASTERN DESTINATIONS

(Rates in cents per 100 pounds except as noted)

INLAND POINT AND COMMODITY	From	Richmond, Va.	Norfolk, Va.	Charleston S.C.	Savannah, Ga.	Brunswick, Ga.	Jacksonville, Fla.	Miami, Fla.	Tampa, Fla.	Panama City, Fla.	Mobile, Ala.	Gulfport, Miss.	New Orleans, La.
Brunswick, Ga. Salt Cake					22		22						
Gastonia, N.C. Tapioca Flour								84		84			
Atlanta, Ga. Rods, Iron or Steel					750 G.T.						750 G.T.		
Charlotte, N.C. Tapioca Flour								84					84
Kingsport, Tenn. Manganese Ore		442 G.T.				442 G.T.							
Spartanburg, S.C. Tapioca Flour								84		84	84		
Canton, N.C. Tapioca Flour				46	46								
Greenville, S.C. Tapioca Flour								84		84			

(Continued on Sheet 2)

2954

Sheet 2 of 3 Sheets

Inland Point and Commodity	From	Richmond, Va.	Norfolk, Va.	Charleston S.C.	Savannah Ga.	Brunswick, Ga.	Jacksonville, Fla.	Miami, Fla.	Tampa, Fla.	Panama City, Fla.	Mobile, Ala.	Gulfport, Miss.	New Orleans, La.
(Continued)													
Knoxville, Tenn.													
Beams, Iron or Steel		61									61		
Tate, Ga.													
Stone Blocks or Slabs					37						37		
Savannah, Ga.													
Jute Fibre								81					81

Tariff Authority - Agent Spaninger's ICC 1369

2955

I.C.C. DOCKET I & S 6615
WITNESS BROOKS
EXHIBIT
SHEET 3 of 3 Sheets

MILEAGE DISREGARD

Inland Point	Port	Miles	Mileage Disregard Miles	Mileage Disregard Per Cent
Brunswick, Ga.	Savannah, Ga.	78		
" "	Jacksonville, Fla.	94	16	21
Gastonia, N.C.	Panama City, Fla.	567		
" "	Miami, Fla.	733	166	29
Atlanta, Ga.	Savannah, Ga.	265		
" "	Mobile, Ala.	350	85	32
Charlotte, N.C.	Panama City, Fla.	566		
" "	New Orleans, La.	751	185	33
Kingsport, Tenn.	Richmond, Va.	367		
" "	Brunswick, Ga.	493	126	34
Spartanburg, S.C.	Panama City, Fla.	514		
" "	Miami, Fla.	717	203	39
Canton, N.C.	Charleston, S.C.	292		
" "	Norfolk, Va.	416	124	43
Greenville, S.C.	Panama City, Fla.	492		
" "	Miami, Fla.	727	235	48
Knoxville, Tenn.	Charleston, S.C.	402		
" "	New Orleans, La.	608	206	51
*Tate, Ga.	Savannah, Ga.	308		
" "	Gulfport, Miss.	466	158	51
Savannah, Ga.	Tampa, Fla.	327		
" "	New Orleans, La.	655	328	100

Authority - Docket 28300 Distances

*Mileage shown is to base point - Canton, Ga.

2956

[fol. 2956]

2049

713

ICC DOCKET I. & S 6615
WITNESS BROOKS
EXHIBIT
Sheet 1 of 2 Sheets

REPRESENTATIVE IMPORT RATES SHOWING EQUALIZATION FROM GULF PORTS TO REPRESENTATIVE DESTINATIONS IN IOWA, MISSOURI, NEBRASKA, OKLAHOMA AND SOUTH DAKOTA (See Note)

(Rates in cents per 100 pounds, except as noted)

Inland Point and Commodity	From Panama City, Fla.	Mobile Ala.	Houston Tex.	Corpus Christi Tex.
Des Moines, Ia.				
Fibre, cocoanut husk			128	128
Sioux Falls, S. D.				
Lumber, pine	92		92	
Omaha, Neb.				
Bagging, burlap	108		108	
Herculaneum, Mo.				
Lead ore		689 G.T.		689 G.T.
Kansas City, Mo.				
Aluminum Billets	149		149	
Davenport, Ia.				
Iron or Steel Billets		1280 G.T.		1280 G.T.
Carthage, Mo.				
Oranges	170		170	
Oklahoma City, Okla.				
Canned Goods	98		98	

TARIFF AUTHORITY - Spaninger's ICC 1369 (Rates do not include Ex parte 206 increase)

Note: These rates are representative of a general system of port equalization that is observed on traffic from Gulf ports to the general area represented by the destinations shown on the exhibit.

2957

2050
[fol. 2957]

ICC DOCKET I. & S 6615
WITNESS BROOKS
EXHIBIT
Sheet 2 2 Sheets

Inland Point	Port	Miles	Mileage Disregard Miles	%
Des Moines, Ia.	Houston, Tex.	936		
"	Corpus Christi, Tex.	1099	163	17
Sioux Falls, S. D.	Houston, Tex.	1093		
"	Panama City, Fla.	1332	239	22
Omaha, Neb.	Houston, Tex.	910		
"	Panama City, Fla.	1186	276	30
(1) Herculaneum, Mo.	Mobile, Ala.	622		
"	Corpus Christi, Tex.	967	345	36
Kansas City, Mo.	Houston, Tex.	727		
"	Panama City, Fla.	1005	278	38
Davenport, Ia.	Mobile, Ala.	857		
"	Corpus Christi, Tex.	1189	332	39
Carthage, Mo.	Houston, Tex.	609		
"	Panama City, Fla.	883	274	45
Oklahoma City, Okla.	Houston, Tex.	465		
"	Panama City, Fla.	1018	553	119

(1) Miles shown are to base point - Crystal City.

2958

[fol. 2958]

2051

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 1 of 3 Sheets

EXPORT AND IMPORT RATES SHOWING EQUALIZATION ON LA. AND TEXAS GULF PORT TRAFFIC

(Rates in cents per 100 pounds)

Inland Point and Commodity	New Orleans, La.	Lake Charles, La.	Beaumont, Tex.	Houston, Tex.	Corpus Christi, Tex.
Sweetwater, Tex.					
Plaster (Export)		*35		*35	
Monahans, Tex.					
Salt Cake (Export)	*49			*49	
Plaquemine, La.					
Canned Goods (Import)	*30	*30			
Austin, Tex.					
Canned Goods (Import)			*69	*69	
Athens, Tex.					
Fire Brick (Export)	*30	*30			
Waco, Tex.					
Glass Containers (Export)	*64				*64
Dallas, Tex.					
Portable Houses (Export)	*51			*51	
Donaldsonville, La.					
Canned Goods (Import)	*30	*30			

(Continued on Sheet 2)

2052
[Fol. 2959]

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 2 of 3 Sheets

Inland Point and Commodity	New Orleans, La.	Lake Charles, La.	Beaumont, Tex.	Houston, Tex.	Corpus Christi, Tex.
(Continued)					
Thibodaux, La.					
Canned Goods (Import)	•30	•30			
Lufkin, Tex.					
Box Shooks (Export)			•37	•37	

[Jan. 29th]

* Subject to X196 and X206

• Subject to X175, X196 and X206

Tariff Authority:
J. F. Brown's ICC 796, 857 and 835

2960

714

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 3 or 3 Sheets

MILEAGE DISREGARD

Inland Point	Port	Miles	Mileage Disregard Miles	Mileage Disregard Per cent
Sweetwater, Tex.	Houston, Tex.	409		
"	Lake Charles, La.	550	141	34
Monahans, Tex.	Houston, Tex.	570		
"	New Orleans, La.	888	318	56
Plaquemine, La.	New Orleans, La.	91		
"	Lake Charles, La.	140	49	56
Austin, Tex.	Houston, Tex.	165		
"	Beaumont, Tex.	258	93	56
Athens, Tex.	Lake Charles, La.	270		
"	New Orleans, La.	447	177	66
Waco, Tex.	Corpus Christi, Tex.	313		
"	New Orleans, La.	524	211	67
Dallas, Tex.	Houston, Tex.	261		
"	New Orleans, La.	513	252	97
Donaldsonville, La.	New Orleans, La.	65		
"	Lake Charles, La.	161	96	148
Thibodaux, La.	New Orleans, La.	64		
"	Lake Charles, La.	169	105	164
Lufkin, Tex.	Corpus Christi, Tex.	119		
"	Houston, Tex.	341	222	186

Authority - Docket 28300 distances.

2961

2954 Fol 2961

ICC DOCKET I. & S 6615
WITNESS BROOKS
EXHIBIT
Sheet 1 of 5 Sheets

DOMESTIC, EXPORT AND IMPORT RATES SHOWING EQUALIZATION
ON TRANSCONTINENTAL TRAFFIC AT PACIFIC COAST PORTS (See Note)

(Rates in cents per 100 pounds, except as noted)

Inland Point and Commodity	Los Angeles, Cal.	Seattle, Wash.
Wichita Falls, Tex.		
Domestic:		
Eastbound		
Glue, animal, dry	210	210
Cellulose Wadding	302	302
Tissues, facial cleansing	229	229
Borax	212	212
Ingots, brass	140	140
Cellulose Film	314	314
Compounds, flavoring	166	166
Westbound		
Toys	293	293
Piling, iron or steel	159	159
Hides, green	247	247
Partitions, wood	559	559
Pine Tar Oil	159	159
Galveston, Tex.		
Houston, Tex.		
Waco, Tex.		
Dallas, Tex.		
Ft. Worth, Tex.		
Austin, Tex.		
Brownsville, Tex.		
Corpus Christi, Tex.		
San Antonio, Tex.		
Laredo, Tex.		
Ft. Buford, N. D.		
Domestic:		
Eastbound		
Cellulose Wadding	302	302
Tissues, facial cleansing	229	229
Borax	153	153
Ingots, brass	140	140
Cellulose Film	314	314
Compounds, flavoring	166	166

(Continued on Sheet 2.)

1962

[fol. 2962]

2955

Inland Point and Commodity	Los Angeles, Cal.	Seattle, Wash.
Ft. Buford, N. D. -(Continued)		
Domestic: -(Continued)		
Westbound		
Toys	293	293
Piling, iron or steel	159	159
Hides, green	247	247
Partitions, wood	559	559
Pine Tar Oil	159	159
Tyler, Tex.		
Export:		
Alcohol, denatured	147	147
Agricultural Implements	143	143
Airplanes	770	770
Aluminum Bar or Rod	197	197
Ammunition, small arm	154	154
Beverages	119	119
Blacks, carbon	141	141
Cake or Meal, Soybean	86	86
Canned Foodstuffs	111	111

Wichita Falls, Tex.
Galveston, Tex.
Houston, Tex.
Williston, N. D.
Ft. Buford, N. D.
Waco, Tex.
Dallas, Tex.
Ft. Worth, Tex.
Amarillo, Tex.
Austin, Tex.
Brownsville, Tex.
Abilene, Tex.
Corpus Christi, Tex.
Lubbock, Tex.
San Antonio, Tex.
San Angelo, Tex.
Laredo, Tex.
Odessa, Tex.
Albuquerque, N. M.
El Paso, Tex.
Rincon, N. M.

(Continued on Sheet 3.)

2963

[Vol. 256]

ICC DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 3 of 5 Sheets

Inland Point and Commodity	Los Angeles, Cal.	Seattle, Wash.
Wichita Falls, Tex. - (Continued)		
Import:		
Baskets, willow	500	500
Blinds or Shades, Bamboo	299	299
Canned Foodstuffs	249	249
Carpets or Rugs	417	417
Cocoanut, dessicated	163	163
Pineapple, fresh, frozen	157	157
Woodenware	472	472
Bamboo	376	376
Casein	152	152
Fireworks	417	417
Lacquered Ware	314	314
Wool, in the grease	197	197
Wool, scoured	275	275

Tariff Authorities - Agent Prueter's ICC 1586 (Domestic), 1590 (Export) and 1569 (Import).

2964

[fol. 2964]

ICC DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 4 of 5 Sheets

Inland Point	Port	Miles	Mileage Disregard	
			Miles	Per cent
Tyler, Tex.	Los Angeles, Cal.	1565		
"	Seattle, Wash.	2351	786	50
Wichita Falls, Tex.	Los Angeles, Cal.	1393		
"	Seattle, Wash.	2097	704	51
Galveston, Tex.	Los Angeles, Cal.	1629		
"	Seattle, Wash.	2483	854	52
Houston, Tex.	Los Angeles, Cal.	1629		
"	Seattle, Wash.	2483	854	52
Dallas, Tex.	Los Angeles, Cal.	1441		
"	Seattle, Wash.	2257	816	57
Williston, N. D.	Seattle, Wash.	1142		
"	Los Angeles, Cal.	1772	630	55
Ft. Buford, N. D.	Seattle, Wash.	1121		
"	Los Angeles, Cal.	1751	630	56
Waco, Tex.	Los Angeles, Cal.	1466		
"	Seattle, Wash.	2299	833	57
Ft. Worth, Tex.	Los Angeles, Cal.	1441		
"	Seattle, Wash.	2257	816	57
Amarillo, Tex.	Los Angeles, Cal.	1192		
"	Seattle, Wash.	1888	696	58
Austin, Tex.	Los Angeles, Cal.	1503		
"	Seattle, Wash.	2418	918	61
Brownsville, Tex.	Los Angeles, Cal.	1706		
"	Seattle, Wash.	2761	1055	62
Abilene, Tex.	Los Angeles, Cal.	1267		
"	Seattle, Wash.	2171	904	71
Corpus Christi, Tex.	Los Angeles, Cal.	1569		
"	Seattle, Wash.	2625	1056	67
Lubbock, Tex.	Los Angeles, Cal.	1205		
"	Seattle, Wash.	2009	804	67
San Antonio, Tex.	Los Angeles, Cal.	1423		
"	Seattle, Wash.	2496	1076	76

(Continued on Sheet 5)

2963

[Ill. 2963] 2058

715

ICC DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 5 of 5 Sheets

Inland Point	Port	Miles	Mileage Disregard	
			Miles	Per cent
(Continued)-				
San Angelo, Tex.	Los Angeles, Cal	1262		
"	Seattle, Wash.	2228	966	77
Laredo, Tex.	Los Angeles, Cal.	1486		
"	Seattle, Wash.	2649	1163	78
Odessa, Tex.	Los Angeles, Cal.	1101		
"	Seattle, Wash.	2240	1139	103
Albuquerque, N. M.	Los Angeles, Cal.	883		
"	Seattle, Wash.	1912	1029	117
El Paso, Tex.	Los Angeles, Cal.	813		
"	Seattle, Wash.	2007	1194	147
Rincon, N. M.	Los Angeles, Cal.	779		
"	Seattle, Wash.	1972	1193	153

Authority - Dockets 28300 and 30416 distances and individual lines distance tables covering the intervening distance segments where needed.

2966

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHBIT _____

STATEMENT OF MILEAGES: DOMESTIC, IMPORT AND EXPORT ALL RAIL CLASS RATES APPLYING BETWEEN POINTS IN CANADA EAST OF AND INCLUDING ARMSTRONG AND FORTWILLIAM, ONT. AND THE CANADIAN AND UNITED STATES ATLANTIC PORTS OF MONTREAL, QUEBEC, HALIFAX, N. S., ST. JOHN, N. B., PORTLAND, ME., BOSTON, MASS., NEW YORK, N Y., PHILADELPHIA, PA., BALTIMORE, MD. AND NEWPORT NEWS, VA., IN EFFECT DECEMBER 1, 1956

All rates shown herein are in cents per hundred pounds and are subject to the Ex Parte 206 increase.

Tariff Authority, see last page.

2967

1	2	3	4						5						6					
			Domestic						Import						Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Armstrong, Ont.	Montreal	995	--	--	--	--	--	--	485	411	338	243	170	133	485	411	338	243	170	133
	Halifax	1608	--	--	--	--	--	--	487	413	340	245	172	135	487	413	340	245	172	135
	St. John	1434	--	--	--	--	--	--	487	413	340	245	172	135	487	413	340	245	172	135
	Portland	1219	549	467	386	275	192	150	487	413	340	245	172	135	487	413	340	245	172	135
	Boston	1252	531	451	372	266	186	146	487	413	340	245	172	135	487	413	340	245	172	135
	New York	1310	517	442	364	259	182	141	487	413	340	245	172	135	487	413	340	245	172	135
	Philadelphia	1327	517	442	364	259	182	141	487	413	340	245	172	135	487	413	340	245	172	135
	Baltimore	1325	513	436	361	257	179	140	487	413	340	245	172	135	487	413	340	245	172	135
	Newport News	1540	555	473	389	279	194	152	487	413	340	245	172	135	487	413	340	245	172	135
Brockville, Ont.	Montreal	140	--	--	--	--	--	--	255	216	176	127	88	68	253	213	176	127	88	68
	Halifax	925	--	--	--	--	--	--	257	218	178	129	90	70	255	215	178	129	90	70
	St. John	627	--	--	--	--	--	--	257	218	178	129	90	70	255	215	178	129	90	70
	Portland	381	262	223	184	131	105	80	257	218	178	129	90	70	255	215	178	129	90	70
	Boston	414	267	227	186	133	106	81	257	218	178	129	90	70	255	215	178	129	90	70
	New York	472	262	223	184	131	105	80	257	218	178	129	90	70	255	215	178	129	90	70
	Philadelphia	561	292	241	197	141	114	86	257	218	178	129	90	70	255	215	178	129	90	70
	Baltimore	662	307	262	216	156	122	92	257	218	178	129	90	70	255	215	178	129	90	70
	Newport News	811	363	307	253	181	145	110	--	--	--	--	--	--	--	--	--	--	--	--
Chatham, Ont.	Montreal	515	--	--	--	--	--	--	290	246	201	145	101	78	288	243	201	145	101	78
	Halifax	1308	--	--	--	--	--	--	292	248	203	147	103	80	290	245	203	147	103	80
	St. John	984	--	--	--	--	--	--	292	248	203	147	103	80	290	245	203	147	103	80
	Portland	731	366	312	258	184	146	110	292	248	203	147	103	80	290	245	203	147	103	80
	Boston	659	349	296	244	174	139	105	292	248	203	147	103	80	290	245	203	147	103	80
	New York	584	316	268	223	159	128	96	292	248	203	147	103	80	290	245	203	147	103	80
	Philadelphia	590	324	278	227	163	131	98	292	248	203	147	103	80	290	245	203	147	103	80
	Baltimore	588	324	278	227	163	131	98	292	248	203	147	103	80	290	245	203	147	103	80
	Newport News	803	373	316	262	188	148	111	292	248	203	147	103	80	290	245	203	147	103	80

1	2	3	4						5						6					
			Domestic						Import						Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Chicoutimi, Que.	Montreal	308	--	--	--	--	--	--	261	221	180	130	91	70	259	218	180	130	91	70
	Halifax	891	--	--	--	--	--	--	263	223	182	132	93	72	261	220	182	132	93	72
	St. John	723	--	--	--	--	--	--	263	223	182	132	93	72	261	220	182	132	93	72
	Portland	552	307	262	216	156	122	92	263	223	182	132	93	72	261	220	182	132	93	72
	Boston	640	324	278	227	162	131	98	263	223	182	132	93	72	261	220	182	132	93	72
	New York	698	358	303	251	179	145	106	263	223	182	132	93	72	261	220	182	132	93	72
	Philadelphia	787	406	345	284	202	162	122	263	223	182	132	93	72	261	220	182	132	93	72
	Baltimore	888	437	372	306	218	174	131	263	223	182	132	93	72	261	220	182	132	93	72
	Newport News	1040	484	412	338	243	193	146	--	--	--	--	---	---	--	--	--	--	--	--
Cochrane, Ont.	Montreal	610	--	--	--	--	--	--	293	249	203	146	102	79	291	245	203	146	102	79
	Halifax	1217	--	--	--	--	--	--	295	251	205	148	104	81	293	247	205	148	104	81
	St. John	1049	--	--	--	--	--	--	295	251	205	148	104	81	293	247	205	148	104	81
	Portland	910	403	342	284	202	162	122	295	251	205	148	104	81	293	247	205	148	104	81
	Boston	943	411	349	289	205	163	122	295	251	205	148	104	81	293	247	205	148	104	81
	New York	1001	417	354	293	210	165	123	295	251	205	148	104	81	293	247	205	148	104	81
	Philadelphia	1090	429	365	302	216	173	129	295	251	205	148	104	81	293	247	205	148	104	81
	Baltimore	1191	437	372	306	218	174	131	295	251	205	148	104	81	293	247	205	148	104	81
	Newport News	1343	477	403	333	237	190	141	295	251	205	148	104	81	293	247	205	148	104	81
Fort Erie, Ont.	Montreal	428	--	--	--	--	--	--	272	231	189	136	95	73	270	228	189	136	95	73
	Halifax	1232	--	--	--	--	--	--	274	233	191	138	97	75	272	230	191	138	97	75
	St. John	893	--	--	--	--	--	--	274	233	191	138	97	75	272	230	191	138	97	75
	Portland	552	316	268	223	159	128	96	274	233	191	138	97	75	272	230	191	138	97	75
	Boston	480	293	250	205	146	119	88	274	233	191	138	97	75	272	230	191	138	97	75
	New York	405	262	223	184	131	105	80	274	233	191	138	97	75	272	230	191	138	97	75
	Philadelphia	411	267	227	186	133	106	81	274	233	191	138	97	75	272	230	191	138	97	75
	Baltimore	409	267	227	186	133	106	81	274	233	191	138	97	75	272	230	191	138	97	75
	Newport News	624	332	281	232	165	133	101	274	233	191	138	97	75	272	230	191	138	97	75

1	2	3	4						5						6					
			Domestic						Import						Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Fort William, Ont.	Montreal	994	--	--	--	--	--	--	485	411	338	243	170	133	485	411	338	243	170	133
	Halifax	1823	--	--	--	--	--	--	487	413	340	245	172	135	487	413	340	245	172	135
	St. John	1462	--	--	--	--	--	--	487	413	340	245	172	135	487	413	340	245	172	135
	Portland	1263	549	467	386	275	192	150	487	413	340	245	172	135	487	413	340	245	172	135
	Boston	1316	531	451	372	266	186	146	487	413	340	245	172	135	487	413	340	245	172	135
	New York	1316	517	442	364	259	182	141	487	413	340	245	172	135	487	413	340	245	172	135
	Philadelphia	1322	517	442	364	259	182	141	487	413	340	245	172	135	487	413	340	245	172	135
	Baltimore	1320	513	436	361	257	179	140	487	413	340	245	172	135	487	413	340	245	172	135
	Newport News	1535	555	473	389	279	194	152	487	413	340	245	172	135	487	413	340	245	172	135
Galt, Ont.	Montreal	397	--	--	--	--	--	--	278	236	193	139	97	75	276	233	193	139	97	75
	Halifax	1198	--	--	--	--	--	--	280	238	195	141	99	77	278	235	195	141	99	77
	St. John	863	--	--	--	--	--	--	280	238	195	141	99	77	278	235	195	141	99	77
	Portland	647	338	289	237	171	136	104	280	238	195	141	99	77	278	235	195	141	99	77
	Boston	574	316	268	223	159	128	96	280	238	195	141	99	77	278	235	195	141	99	77
	New York	499	285	243	201	145	114	86	280	238	195	141	99	77	278	235	195	141	99	77
	Philadelphia	505	293	250	205	146	119	88	280	238	195	141	99	77	278	235	195	141	99	77
	Baltimore	503	293	250	205	146	119	88	280	238	195	141	99	77	278	235	195	141	99	77
	Newport News	718	358	303	251	179	145	106	280	238	195	141	99	77	278	235	195	141	99	77
Goderich, Ont.	Montreal	475	--	--	--	--	--	--	284	241	197	142	99	77	282	238	197	142	99	77
	Halifax	1267	--	--	--	--	--	--	286	243	199	144	101	79	284	240	199	144	101	79
	St. John	940	--	--	--	--	--	--	286	243	199	144	101	79	284	240	199	144	101	79
	Portland	722	363	307	253	181	145	110	286	243	199	144	101	79	284	240	199	144	101	79
	Boston	650	342	290	241	173	138	104	286	243	199	144	101	79	284	240	199	144	101	79
	New York	575	312	267	218	157	123	94	286	243	199	144	101	79	284	240	199	144	101	79
	Philadelphia	581	316	268	223	159	128	96	286	243	199	144	101	79	284	240	199	144	101	79
	Baltimore	579	316	268	223	159	128	96	286	243	199	144	101	79	284	240	199	144	101	79
	Newport News	794	378	320	263	190	149	114	286	243	199	144	101	79	284	240	199	144	101	79

1	2	3	4						5						6					
			Domestic						Import						Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Hamilton, Ont.	Montreal	384	--	--	--	--	--	--	272	231	189	136	95	73	270	228	189	136	95	73
	Halifax	1172	--	--	--	--	--	--	274	233	191	138	97	75	272	230	191	138	97	75
	St. John	849	--	--	--	--	--	--	274	233	191	138	97	75	272	230	191	138	97	75
	Portland	617	332	281	232	165	133	101	274	233	191	138	97	75	272	230	191	138	97	75
	Boston	545	312	267	218	157	123	94	274	233	191	138	97	75	272	230	191	138	97	75
	New York	470	281	241	197	141	114	86	274	233	191	138	97	75	272	230	191	138	97	75
	Philadelphia	476	285	243	201	145	114	86	274	233	191	138	97	75	272	230	191	138	97	75
	Baltimore	474	285	243	201	145	114	86	274	233	191	138	97	75	272	230	191	138	97	75
	Newport News	689	349	296	244	174	139	105	274	233	191	138	97	75	272	230	191	138	97	75
Hearst, Ont.	Montreal	753	--	--	--	--	--	--	376	317	263	188	131	102	376	317	263	188	131	102
	Halifax	1346	--	--	--	--	--	--	378	319	265	190	133	104	378	319	265	190	133	104
	St. John	1178	--	--	--	--	--	--	378	319	265	190	133	104	378	319	265	190	133	104
	Portland	1040	429	365	302	216	173	129	378	319	265	190	133	104	378	319	265	190	133	104
	Boston	1073	437	372	306	218	174	131	--	--	--	--	--	--	378	319	265	190	133	104
	New York	1131	449	383	314	226	179	136	--	--	--	--	--	--	378	319	265	190	133	104
	Philadelphia	1220	455	389	319	228	184	138	--	--	--	--	--	--	378	319	265	190	133	104
	Baltimore	1321	463	392	323	232	186	139	--	--	--	--	--	--	378	319	265	190	133	104
	Newport News	1473	501	428	350	251	201	149	--	--	--	--	--	--	378	319	265	190	133	104
London, Ont.	Montreal	455	--	--	--	--	--	--	284	241	197	142	99	77	282	238	197	142	99	77
	Halifax	1245	--	--	--	--	--	--	286	243	199	144	101	79	284	240	199	144	101	79
	St. John	920	--	--	--	--	--	--	286	243	199	144	101	79	284	240	199	144	101	79
	Portland	678	358	303	251	179	145	106	286	243	199	144	101	79	284	240	199	144	101	79
	Boston	606	332	281	232	165	133	101	286	243	199	144	101	79	284	240	199	144	101	79
	New York	531	296	253	209	148	119	89	286	243	199	144	101	79	284	240	199	144	101	79
	Philadelphia	537	307	262	216	156	122	92	286	243	199	144	101	79	284	240	199	144	101	79
	Baltimore	535	307	262	216	156	122	92	286	243	199	144	101	79	284	240	199	144	101	79
	Newport News	750	366	312	258	184	146	110	286	243	199	144	101	79	284	240	199	144	101	79

2971

1	2	3	4						5						6					
			Domestic						Import						Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Megantic, Que.	Montreal	181	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	Halifax	585	---	---	---	---	---	---	224	191	156	112	79	62	223	188	156	112	79	62
	St. John	306	---	---	---	---	---	---	224	191	156	112	79	62	223	188	156	112	79	62
	Portland	258	245	210	173	123	98	75	224	191	156	112	79	62	223	188	156	112	79	62
	Boston	388	262	223	184	131	105	80	224	191	156	112	79	62	223	188	156	112	79	62
	New York	539	307	262	216	156	122	92	224	191	156	112	79	62	223	188	156	112	79	62
	Philadelphia	634	338	289	237	171	136	104	224	191	156	112	79	62	223	188	156	112	79	62
	Baltimore	735	366	312	258	184	146	110	224	191	156	112	79	62	223	188	156	112	79	62
	Newport News	887	417	354	293	210	165	123	---	---	---	---	--	--	---	---	---	---	--	--
Midland, Ont.	Montreal	374	---	---	---	---	---	---	284	241	197	142	99	77	282	238	197	142	99	77
	Halifax	1185	---	---	---	---	---	---	286	243	199	144	101	79	284	240	199	144	101	79
	St. John	839	---	---	---	---	---	---	286	243	199	144	101	79	284	240	199	144	101	79
	Portland	638	338	289	237	171	136	104	286	243	199	144	101	79	284	240	199	144	101	79
	Boston	679	349	296	244	174	139	105	286	243	199	144	101	79	284	240	199	144	101	79
	New York	604	316	268	223	159	128	96	286	243	199	144	101	79	284	240	199	144	101	79
	Philadelphia	610	324	278	227	163	131	98	286	243	199	144	101	79	284	240	199	144	101	79
	Baltimore	608	324	278	227	163	131	98	286	243	199	144	101	79	284	240	199	144	101	79
	Newport News	823	384	326	268	192	153	116	286	243	199	144	101	79	284	240	199	144	101	79
Montreal, P. Q.	Montreal	---	---	---	---	---	---	---	---	---	---	---	---	--	---	---	---	---	---	--
	Halifax	802	---	---	---	---	---	---	242	206	168	121	85	66	240	203	168	121	85	66
	St. John	488	---	---	---	---	---	---	242	206	168	121	85	66	240	203	168	121	85	66
	Portland	289	232	197	162	116	92	70	242	206	168	121	85	66	240	203	168	121	85	66
	Boston	324	243	205	171	122	96	71	242	206	168	121	85	66	240	203	168	121	85	66
	New York	382	267	227	186	133	106	81	242	206	168	121	85	66	240	203	168	121	85	66
	Philadelphia	471	293	250	205	146	119	88	242	206	168	121	85	66	240	203	168	121	85	66
	Baltimore	572	324	278	227	163	131	98	242	206	168	121	85	66	240	203	168	121	85	66
	Newport News	724	373	316	262	188	148	111	---	---	---	---	--	--	---	---	---	---	--	--

2972

1	2	3	4						5						6					
			Domestic						Import						Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	4	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
North Bay, Ont.	Montreal	354	---	---	---	---	---	---	275	234	191	137	96	74	273	230	191	137	96	74
	Halifax	1132	---	---	---	---	---	---	277	236	193	139	98	76	275	232	193	139	98	76
	St. John	832	---	---	---	---	---	---	277	236	193	139	98	76	275	232	193	139	98	76
	Portland	595	332	281	232	165	133	101	277	236	193	139	98	76	275	232	193	139	98	76
	Boston	628	338	289	237	171	136	104	277	236	193	139	98	76	275	232	193	139	98	76
	New York	686	349	296	244	174	139	105	277	236	193	139	98	76	275	232	193	139	98	76
	Philadelphia	726	366	312	258	184	146	110	277	236	193	139	98	76	275	232	193	139	98	76
	Baltimore	724	366	312	258	184	146	110	277	236	193	139	98	76	275	232	193	139	98	76
	Newport News	939	417	354	293	210	165	123	277	236	193	139	98	76	275	232	193	139	98	76
Oshawa, Ont.	Montreal	308	---	---	---	---	---	---	269	229	187	134	94	73	268	225	187	134	94	73
	Halifax	1103	---	---	---	---	---	---	271	231	189	136	96	75	270	227	189	136	96	75
	St. John	774	---	---	---	---	---	---	271	231	189	136	96	75	270	227	189	136	96	75
	Portland	551	312	267	218	157	123	94	271	231	189	136	96	75	270	227	189	136	96	75
	Boston	593	324	278	227	162	131	98	271	231	189	136	96	75	270	227	189	136	96	75
	New York	541	296	253	209	148	119	89	271	231	189	136	96	75	270	227	189	136	96	75
	Philadelphia	547	307	262	216	156	122	92	271	231	189	136	96	75	270	227	189	136	96	75
	Baltimore	545	307	262	216	156	122	92	271	231	189	136	96	75	270	227	189	136	96	75
	Newport News	760	322	312	258	184	146	110	---	---	---	---	---	--	---	---	---	---	--	--
Ottawa, Ont.	Montreal	120	---	---	---	---	---	---	252	214	174	125	87	68	250	210	174	125	87	68
	Halifax	909	---	---	---	---	---	---	254	216	176	127	89	70	252	212	176	127	89	70
	St. John	588	---	---	---	---	---	---	254	216	176	127	89	70	252	212	176	127	89	70
	Portland	372	254	216	179	129	104	76	254	216	176	127	89	70	252	212	176	127	89	70
	Boston	405	267	227	186	133	106	81	254	216	176	127	89	70	252	212	176	127	89	70
	New York	463	271	232	192	138	110	83	254	216	176	127	89	70	252	212	176	127	89	70
	Philadelphia	552	293	250	205	146	119	88	254	216	176	127	89	70	252	212	176	127	89	70
	Baltimore	653	316	268	223	159	128	96	254	216	176	127	89	70	252	212	176	127	89	70
	Newport News	805	373	316	262	188	148	111	---	---	---	---	--	--	---	---	---	---	--	--

[fol. 2974]

1	2	3	4						5						6					
			Domestic						Import						Export					
ase Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
wen Sound, Ont.	Montreal	469	---	---	---	---	---	---	284	241	197	142	99	77	282	238	197	142	99	77
	Halifax	1296	---	---	---	---	---	---	286	243	199	144	101	79	284	240	199	144	101	79
	St. John	934	---	---	---	---	---	---	286	243	199	144	101	79	284	240	199	144	101	79
	Portland	735	366	312	258	184	146	110	286	243	199	144	101	79	284	240	199	144	101	79
	Boston	699	358	303	251	179	145	106	286	243	199	144	101	79	284	240	199	144	101	79
	New York	624	324	278	227	162	131	98	286	243	199	144	101	79	284	240	199	144	101	79
	Philadelphia	630	332	281	232	165	133	101	286	243	199	144	101	79	284	240	199	144	101	79
	Baltimore	628	332	281	232	165	133	101	286	243	199	144	101	79	284	240	199	144	101	79
	Newport News	843	390	332	271	197	157	119	286	243	199	144	101	79	284	240	199	144	101	79
rry Sound, Ont.	Montreal	390	---	---	---	---	---	---	287	244	199	143	100	77	285	240	199	143	100	77
	Halifax	1169	---	---	---	---	---	---	289	246	201	145	102	79	287	242	201	145	102	79
	St. John	881	---	---	---	---	---	---	289	246	201	145	102	79	287	242	201	145	102	79
	Portland	631	338	289	237	171	136	104	289	246	201	145	102	79	287	242	201	145	102	79
	Boston	726	349	296	244	174	139	105	289	246	201	145	102	79	287	242	201	145	102	79
	New York	651	332	281	232	165	133	101	289	246	201	145	102	79	287	242	201	145	102	79
	Philadelphia	657	338	289	237	171	136	104	289	246	201	145	102	79	287	242	201	145	102	79
	Baltimore	655	338	289	237	171	136	104	289	246	201	145	102	79	287	242	201	145	102	79
	Newport News	870	398	338	278	198	159	121	---	---	---	---	---	--	287	242	201	145	102	79
mbroke, Ont.	Montreal	215	---	---	---	---	---	---	261	221	180	130	91	70	259	218	180	130	91	70
	Halifax	999	---	---	---	---	---	---	263	223	182	132	93	72	261	220	182	132	93	72
	St. John	692	---	---	---	---	---	---	263	223	182	132	93	72	261	220	182	132	93	72
	Portland	459	281	241	197	141	111	86	263	223	182	132	93	72	261	220	182	132	93	72
	Boston	492	293	250	205	146	119	88	263	223	182	132	93	72	261	220	182	132	93	72
	New York	550	296	253	209	148	119	89	263	223	182	132	93	72	261	220	182	132	93	72
	Philadelphia	639	316	268	223	159	128	96	263	223	182	132	93	72	261	220	182	132	93	72
	Baltimore	740	316	268	223	159	128	96	263	223	182	132	93	72	261	220	182	132	93	72
	Newport News	892	390	332	271	197	157	119	---	---	---	---	--	--	---	---	---	---	--	--

2974

Base Point	Port	Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Quebec, Que.	Montreal	173	---	---	---	---	---	---	---	---	---	---	--	---	---	---	---	---	---	---
	Halifax	664	---	---	---	---	---	---	242	206	168	121	85	66	240	203	168	121	85	66
	St. John	496	---	---	---	---	---	---	242	206	168	121	85	66	240	203	168	121	85	66
	Portland	325	243	205	171	122	96	71	242	206	168	121	85	66	240	203	168	121	85	66
	Boston	483	262	223	184	131	105	80	242	206	168	121	85	66	240	203	168	121	85	66
	New York	511	312	267	218	157	123	94	242	206	168	121	85	66	240	203	168	121	85	66
	Philadelphia	630	338	289	237	171	136	104	242	206	168	121	85	66	240	203	168	121	85	66
	Baltimore	731	366	312	258	184	146	110	242	206	168	121	85	66	240	203	168	121	85	66
	Newport News	883	417	354	293	210	165	123	---	---	---	---	--	--	---	---	---	---	--	--
Sarnia, Ont.	Montreal	518	---	---	---	---	---	---	293	249	203	146	102	79	291	245	203	146	102	79
	Halifax	1303	---	---	---	---	---	---	295	251	205	148	104	81	293	247	205	148	104	81
	St. John	1107	---	---	---	---	---	---	295	251	205	148	104	81	293	247	205	148	104	81
	Portland	737	366	312	258	184	146	110	295	251	205	148	104	81	293	247	205	148	104	81
	Boston	665	349	296	244	174	139	105	295	251	205	148	104	81	293	247	205	148	104	81
	New York	590	316	268	223	159	128	96	295	251	205	148	104	81	293	247	205	148	104	81
	Philadelphia	596	324	278	227	163	131	98	295	251	205	148	104	81	293	247	205	148	104	81
	Baltimore	594	324	278	227	163	131	98	295	251	205	148	104	81	293	247	205	148	104	81
	Newport News	809	384	326	268	192	153	116	295	251	205	148	104	81	293	247	205	148	104	81
Sault Ste. Marie,	Montreal	622	---	---	---	---	---	---	376	317	263	188	131	102	376	317	263	188	131	102
	Halifax	1568	---	---	---	---	---	---	378	319	265	190	133	104	378	319	265	190	133	104
	St. John	1090	---	---	---	---	---	---	378	319	265	190	133	104	378	319	265	190	133	104
	Portland	877	417	354	293	210	165	123	378	319	265	190	133	104	378	319	265	190	133	104
	Boston	944	424	359	296	211	171	128	378	319	265	190	133	104	378	319	265	190	133	104
	New York	949	417	354	293	210	165	123	378	319	265	190	133	104	378	319	265	190	133	104
	Philadelphia	955	424	359	296	211	156	122	378	319	265	190	133	104	378	319	265	190	133	104
	Baltimore	953	424	359	296	211	156	122	378	319	265	190	133	104	378	319	265	190	133	104
	Newport News	1168	466	398	326	233	163	129	378	319	265	190	133	104	378	319	265	190	133	104

1	2	3	4 Domestic						5 Import						6 Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Sherbrooke, Que.	Montreal	112	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	Halifax	760	---	---	---	---	---	---	233	198	162	117	82	64	231	195	162	117	82	64
	St. John	375	---	---	---	---	---	---	233	198	162	117	82	64	231	195	162	117	82	64
	Portland	196	198	169	139	101	80	58	233	198	162	117	82	64	231	195	162	117	82	64
	Boston	319	219	188	156	111	88	66	233	198	162	117	82	64	231	195	162	117	82	64
	New York	471	285	243	201	145	114	86	233	198	162	117	82	64	231	195	162	117	82	64
	Philadelphia	560	312	267	218	157	123	94	233	198	162	117	82	64	231	195	162	117	82	64
	Baltimore	661	342	290	241	173	138	104	233	198	162	117	86	64	231	195	162	117	82	64
	Newport News	813	390	332	271	197	157	119	---	---	---	---	--	--	---	---	---	---	--	--
Sudbury, Ont.	Montreal	443	---	---	---	---	---	---	281	239	195	140	98	76	279	235	195	140	98	76
	Halifax	1235	---	---	---	---	---	---	283	241	197	142	100	78	281	237	197	142	100	78
	St. John	911	---	---	---	---	---	---	283	241	197	142	100	78	281	237	197	142	100	78
	Portland	698	358	303	251	179	145	106	283	241	197	142	100	78	281	237	197	142	100	78
	Boston	764	366	312	258	184	146	110	283	241	197	142	100	78	281	237	197	142	100	78
	New York	770	366	312	258	184	146	110	283	241	197	142	100	78	281	237	197	142	100	78
	Philadelphia	776	373	316	262	188	148	111	283	241	197	142	100	78	281	237	197	142	100	78
	Baltimore	774	373	316	262	188	148	111	283	241	197	142	100	78	281	237	197	142	100	78
	Newport News	989	424	359	296	211	171	128	283	241	197	142	100	78	281	237	197	142	100	78
Toronto, Ont.	Montreal	344	---	---	---	---	---	---	272	231	189	136	95	73	270	228	189	136	95	73
	Halifax	1133	---	---	---	---	---	---	274	233	191	138	97	75	272	230	191	138	97	75
	St. John	809	---	---	---	---	---	---	274	233	191	138	97	75	272	230	191	138	97	75
	Portland	590	324	278	227	163	131	98	274	233	191	138	97	75	272	230	191	138	97	75
	Boston	578	316	268	223	159	128	96	274	233	191	138	97	75	272	230	191	138	97	75
	New York	503	285	243	201	145	114	86	274	233	191	138	97	75	272	230	191	138	97	75
	Philadelphia	509	293	250	205	146	119	88	274	233	191	138	97	75	272	230	191	138	97	75
	Baltimore	507	293	250	205	146	119	88	274	233	191	138	97	75	272	230	191	138	97	75
	Newport News	722	358	303	251	179	145	106	274	233	191	138	97	75	272	230	191	138	97	75

1	2	3	4						5						6					
			Domestic						Import						Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Trenton, Ont.	Montreal	236	---	---	---	---	---	---	261	221	180	130	91	70	259	218	180	130	91	70
	Halifax	1033	---	---	---	---	---	---	263	223	182	132	93	72	261	220	182	132	93	72
	St. John	702	---	---	---	---	---	---	263	223	182	132	93	72	261	220	182	132	93	72
	Portland	490	293	250	205	146	119	88	263	223	182	132	93	72	261	220	182	132	93	72
	Boston	523	307	262	216	156	122	92	263	223	182	132	93	72	261	220	182	132	93	72
	New York	581	296	253	209	148	119	89	263	223	182	132	93	72	261	220	182	132	93	72
	Philadelphia	612	316	268	223	159	128	96	263	223	182	132	93	72	261	220	182	132	93	72
	Baltimore	610	316	268	223	159	128	96	263	223	182	132	93	72	261	220	182	132	93	72
	Newport News	825	384	326	268	192	153	116	---	---	---	---	--	--	---	---	---	---	--	--
Walkerton, Ont.	Montreal	468	---	---	---	---	---	---	284	241	197	142	99	77	282	238	197	142	99	77
	Halifax	1252	---	---	---	---	---	---	286	243	199	144	101	79	284	240	199	144	101	79
	St. John	933	---	---	---	---	---	---	286	243	199	144	101	79	284	240	199	144	101	79
	Portland	776	358	303	251	179	145	106	286	243	199	144	101	79	284	240	199	144	101	79
	Boston	660	342	290	241	173	138	101	286	243	199	144	101	79	284	240	199	144	101	79
	New York	585	312	267	218	157	123	91	286	243	199	144	101	79	284	240	199	144	101	79
	Philadelphia	591	316	268	223	159	128	96	286	243	199	144	101	79	284	240	199	144	101	79
	Baltimore	589	316	268	223	159	128	96	286	243	199	144	101	79	284	240	199	144	101	79
	Newport News	804	376	320	263	190	149	114	286	243	199	144	101	79	284	240	199	144	101	79
Welland, Ont.	Montreal	422	---	---	---	---	---	---	272	231	189	136	95	73	270	228	189	136	95	73
	Halifax	1213	---	---	---	---	---	---	274	233	191	138	97	75	272	230	191	138	97	75
	St. John	887	---	---	---	---	---	---	274	233	191	138	97	75	272	230	191	138	97	75
	Portland	571	324	278	227	162	131	98	274	233	191	138	97	75	272	230	191	138	97	75
	Boston	499	296	253	209	148	119	89	274	233	191	138	97	75	272	230	191	138	97	75
	New York	424	267	227	186	133	106	81	274	233	191	138	97	75	272	230	191	138	97	75
	Philadelphia	430	271	232	192	138	110	83	274	233	191	138	97	75	272	230	191	138	97	75
	Baltimore	428	271	232	192	138	110	83	274	233	191	138	97	75	272	230	191	138	97	75
	Newport News	643	338	289	237	171	136	104	274	233	191	138	97	75	272	230	191	138	97	75

1	2	3	4 Domestic						5 Import						6 Export					
Base Point	Port	Miles	Classes						Classes						Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Windsor, Ont.	Montreal	567	---	---	---	---	---	---	293	249	203	146	102	79	291	245	203	146	102	79
	Halifax	1354	---	---	---	---	---	---	295	251	205	148	104	81	293	247	205	148	104	81
	St. John	1032	---	---	---	---	---	---	295	251	205	148	104	81	293	247	205	148	104	81
	Portland	777	384	326	268	192	153	116	295	251	205	148	104	81	293	247	205	148	104	81
	Boston	705	363	307	253	181	145	110	295	251	205	148	104	81	293	247	205	148	104	81
	New York	630	332	281	232	165	133	101	295	251	205	148	104	81	293	247	205	148	104	81
	Philadelphia	636	338	289	237	171	136	104	295	251	205	148	104	81	293	247	205	148	104	81
	Baltimore	634	338	289	237	171	136	104	295	251	205	148	104	81	293	247	205	148	104	81
	Newport News	849	363	307	253	181	145	110	295	251	205	148	104	81	293	247	205	148	104	81
Wingham, Ont.	Montreal	467	---	---	---	---	---	---	284	241	197	142	99	77	282	238	197	142	99	77
	Halifax	1263	---	---	---	---	---	---	286	243	199	144	101	79	284	240	199	144	101	79
	St. John	932	---	---	---	---	---	---	286	243	199	144	101	79	284	240	199	144	101	79
	Portland	619	363	307	253	181	145	110	286	243	199	144	101	79	284	240	199	144	101	79
	Boston	647	342	290	241	173	138	104	286	243	199	144	101	79	284	240	199	144	101	79
	New York	572	312	267	218	157	123	94	286	243	199	144	101	79	284	240	199	144	101	79
	Philadelphia	578	316	268	223	159	128	96	286	243	199	144	101	79	284	240	199	144	101	79
	Baltimore	576	316	268	223	159	128	96	286	243	199	144	101	79	284	240	199	144	101	79
	Newport News	791	376	320	263	190	149	114	286	243	199	144	101	79	284	240	199	144	101	79

ALL RATES SUBJECT TO X-206

TARIFF AUTHORITY:
C. W. Boin Tariff T 126A
" " ICC A 721
O. E. Swenson ICC 750
" " ICC 384
H. R. Hinsch ICC 4488

C.N.Ry. CTC No E 4011
" " 4030
C.P. Ry. CTC No E 5039
" " 5040

2978

721

ICC DOCKET I.& S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 1 of 4 Sheets

SHORT TARIFF ROUTE DISTANCES FROM BALTIMORE, MD. (P.R.R.), BOSTON, MASS. (B & MRR) AND NORFOLK, VA. (N & W) TO N.Y.C. DESTINATIONS IN DIFFERENTIAL TERRITORY, ALSO BALTIMORE MAXIMUM CIRCUITY DISTANCES TO DESTINATIONS

OHIO	Baltimore, Md. Total	PRR	NYC	Junction	Boston, Mass. Total NYC	Norfolk Va. (N&W) to NYC	Baltimore Maximum Circuity
Alliance	614	436	W178	Erie, Pa.	W736	836	680
Akron	477	436	W41	Erie, Pa	W599	813	740
Athens	579	505	W74	Heath, Ohio	W865	625	720
Bellefontaine	588	534	W54	Columbus, Ohio	C794	715	900
Berea	543	436	W107	Erie, Pa.	W665	789	760
Bowling Green	623	602	W21	Toledo, Ohio	W780	772	925
Bucyrus	707	436	W271	Erie, Pa.	W829	757	850
Cincinnati	658	534	C125	Columbus, Ohio	C896	788	925
Cleveland	531	436	W95	Erie, Pa.	W653	801	760
Columbus	669	436	W233	Erie, Pa.	C791	-	800
Conneaut	465	436	W29	Erie, Pa.	W585	868	740
Dayton	604	534	C70	Columbus, Ohio	C842	717	925
Delaware	558	534	C24	Columbus, Ohio	C767	687	850
Elyria	557	436	W121	Erie, Pa.	W678	802	760
Euclid	520	436	W184	Erie, Pa.	W641	813	760
Findlay	597	579	W18	Dunkirk, Ohio	W804	749	925
Fostoria	577	543	W34	Bucyrus, Ohio	W195	791	900
Freemont	614	436	W78	Erie, Pa.	C842	717	925

(Continued on Sheet 2)

2979

OHIO	Baltimore, Md. Total	PRR	NYC	Junction	Boston, Mass. Total NYC	Norfolk Va. (NW) to NYC	Baltimore Maximum Circuity	Sheet
Lorain	563	436	W127	Erie, Pa.	W685	809	800	
Marion	557	531	C26	Crestline, Ohio	C933	743	900	
Middleton	604	534	C70	Columbus, Ohio	C863	696	950	
Painesville	503	436	W67	Erie, Pa.	W624	830	760	
Sandusky	591	436	W155	Erie, Pa.	W713	825	850	
Sidney	619	531	C88	Crestline, Ohio	C817	763	925	
Springfield	579	534	C45	Columbus, Ohio	C817	827	900	
Tiffin	622	436	C186	Erie, Pa.	C742	805	850	
Toledo	638	436	W202	Erie, Pa.	W759	793	925	
Troy	605	534	C71	Erie, Pa.	C842	758	925	
Van Wert	735	436	C299	Erie, Pa.	C828	804	975	
Youngstown	535	436	W99	Erie, Pa.	W657	876	660	
Zanesville	528	509	W19	Cookesville, Pa.	W845	717	740	
INDIANA								
Anderson	687	638	C49	Union City, Ind.	C900	801	1025	
Columbus	737	651	C86	Cincinnati, Ohio	C984	768	1075	
Connersville	720	651	C69	Cincinnati, Ohio	C930	848	1025	
Crawfordsville	766	722	C44	Indianapolis, Ind.	C981	833	1150	
East Chicago	849	789	W60	Kentland, Ind.	W976	948	1275	
Elkhart	671	436	W335	Erie, Pa.	W892	910	1125	
Evansville	889	794	C95	Worthington, Ind.	C1143	955	1325	
Ft. Wayne	742	436	W306	Erie, Pa.	W864	881	1050	
Gary	789	780	M19	Liverpool, Ind.	M965	984	1250	
Goshen	726	701	C25	Warsaw, Ind.	W882	899	1125	
Hammond	798	780	M18	Liverpool, Ind.	M975	1093	1250	
Indianapolis	720	534	C186	Columbus, Ohio	C937	790	1075	
Jeffersonville	790	692	C98	Rushville, Ind.	C1037	903	1125	
Lafayette	787	722	C65	Indianapolis, Ind.	C1001	854	1150	
LaPorte	813	436	W377	Erie, Pa.	W934	951	1175	

(Continued on Sheet 3)

Sheet 3 of 4 Sheets

	Baltimore, Md. Total	PRR	NYC	Junction	Boston, Mass. Total NYC	Norfolk Va. (N&W) To NYC	Baltimore Maximum Circuity
INDIANA (Cont.)							
Marion	735	534	C201	Columbus, Ohio	C933	833	1050
Michigan City	881	602	C279	Toledo, Ohio	M939	1061	1225
Mishawaka	782	436	W346	Erie, Pa.	W899	821	1150
Muncie	669	638	C31	Union City, Ind.	C882	819	1000
New Castle	675	534	C141	Columbus, Ohio	C905	797	1025
Shelbyville	734	651	C83	Cincinnati, Ohio	C964	763	1075
South Bend	786	436	W350	Erie, Pa.	W908	925	1150
Terre Haute	791	534	C257	Columbus, Ohio	C1008	1004	1225
Vincennes	898	722	C176	Indianapolis, Ind.	C1112	965	1250
Wabash	712	692	C20	Marion, Ind.	C940	853	1075
Washington	854	794	C40	Worthington, Ind.	C1089	941	1225
KENTUCKY							
Louisville	918	436	C482	Erie, Pa.	C1039	931	1125
ILLINOIS							
Alton	168	722	C246	Indianapolis, Ind.	C1182	1055	1450
Bloomington	888	722	C166	Indianapolis, Ind.	C1103	956	1350
Cairo	1037	722	C315	Indianapolis, Ind.	C1251	1104	1475
Champaign	841	723	C119	Indianapolis, Ind.	C1055	906	1275
Chicago	811	780	M38	Liverpool, Ind.	W993	976	1275
Chicago Heights	799	780	M19	Liverpool, Ind.	M981	1099	1250
Danville	808	722	C81	Indianapolis, Ind.	C1022	878	1225
East St. Louis	971	722	C249	Indianapolis, Ind.	C1185	1036	1450
Harrisburg	967	722	C7245	Indianapolis, Ind.	C1181	1034	1375
Joliet	822	780	M 42	Liverpool, Ind.	M1004	1122	1275
Kankakee	815	741	W74	Hamlet, Ind.	W1004	929	1275
Mattoon	850	722	C129	Indianapolis, Ind.	C1065	918	1275
Pekin	933	722	C211	Indianapolis, Ind.	C1139	992	1425

(Cont. on Sheet 4)

2981

Sheet 4 of 4 Sheets

ILLINOIS (Cont.)	Baltimore, Md. Total	PRR	N.C.	Junction	Boston, Mass. Total NYC	Norfolk Va. (M&W) To NYC	Baltimore Maximum Circuity
Peoria	931	722	C31	Indianapolis, Ind.	C1148	1001	1375
Streater	866	741	W175	Indianapolis, Ind.	W1060	992	1350
Urbana	879	722	C117	Indianapolis, Ind.	C1055	906	1275
Wood River	960	722	C204	Indianapolis, Ind.	C1180	1033	1450
MISSOURI	975	722	C253	Indianapolis, Ind.	C1189	1037	1450
MICHIGAN							
Adrian	670	436	W234	Erie, Pa.	W792	811	960
Albion	742	416	M326	Black Rock, N.Y.	M806	924	1050
Ann Arbor	684	416	M268	Black Rock, N.Y.	M747	865	975
Battle Creek	767	416	M351	Black Rock, N.Y.	M830	948	1075
Bay City	756	416	M340	Black Rock, N.Y.	M819	942	1150
Benton Harbor	780	701	C79	Warsaw, Ind.	C930	1056	1175
Dearborn	656	416	M240	Black Rock, Ind.	M720	838	1025
Detroit	650	416	M234	Black Rock, Ind.	M713	837	1025
Grand Rapids	817	416	M401	Black Rock, Ind.	M880	997	1175
Inkster	660	416	M244	Black Rock, Ind.	M724	841	1025
Jackson	709	436	W273	Erie, Pa.	M786	849	1025
Kalamazoo	790	416	M374	Black Rock, N.Y.	M854	930	1150
Lansing	759	416	M343	Black Rock, N.Y.	M822	940	1075
Midland	775	416	M359	Black Rock, N.Y.	M839	962	1175
Monroe	626	602	M24	Toledo, Ohio	M746	802	950
Niles	756	702	C54	Warsaw, Indiana	M902	941	1150
Owosso	791	602	M189	Toledo, Ohio	M849	1020	1075
St. Joseph	785	701	C84	Warsaw, Ind.	M938	1020	1125
Saginaw	757	416	M341	Black Rock, N.Y.	M817	967	1150
Willow Run	672	416	M257	Black Rock, N.Y.	M737	855	1050
Wyandotte	650	602	M48	Toledo, Ohio	M722	826	975
Ypsilanti	676	416	M260	Black Rock, N.Y.	M740	854	1050

2982

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT _____

FIRST CLASS RATE SHOWN IN APPENDIX 18 TO THE REPORT IN DOCKET 28300, CLASS RATE INVESTIGATION, 1939, 281 ICC 213, 328, AND MAXIMUM CIRCUITY RESULTING FROM USE OF I.C.C. FORMULA IN GRANTING FOURTH SECTION RELIEF. (See Note)

Miles	First Class Rate	133-1/3%	Maximum Circuity Miles	Miles	First Class Rate	133-1/3%	Maximum Circuity Miles
300	179	239	540	850	315	420	1375
320	185	247	580	875	320	427	1425
340	190	253	600	900	325	433	1450
360	196	261	640	925	330	440	1475
380	201	268	660	950	335	447	1525
400	206	275	680	975	340	453	1550
420	211	281	720	1000	345	460	1575
440	216	288	740	1025	350	467	1625
460	221	295	760	1050	355	473	1650
480	226	301	800	1075	360	480	1675
500	231	308	825	1100	365	487	1725
520	236	315	850	1125	370	493	1750
540	241	321	900	1150	375	500	1775
560	245	327	925	1175	380	507	1825
580	250	333	950	1200	385	513	1850
600	255	340	975	1225	390	520	1875
620	260	347	1025	1250	395	527	1925
640	265	353	1050	1275	400	533	1950
660	270	360	1075	1300	405	540	1975
680	275	367	1125	1325	410	547	2025
700	280	373	1150	1350	415	553	2050
720	285	380	1175	1375	420	560	2075
740	290	387	1225	1400	425	567	2125
760	295	393	1250	1425	430	573	2150
780	300	400	1275	1450	435	580	2175
800	305	407	1325	1475	440	587	2250
825	310	413	1350	1500	445	593	2250

Note - I.C.C. formula in granting fourth section relief. See 34th Supplemental Fourth Section order No. 18025, dated July 26, 1956 in Commodity Rates between Points East of the Rocky Mountains. This formula reads as follows: The relief authorized herein shall not apply to rates over circuitous routes which exceed in length the distance shown in appendix 18 to the report in Class Rate Investigation, 1939, 281 I.C.C. 213, 328, for a first-class rate which is 133-1/3 percent (or the next higher equivalent) of the first-class rate shown in said appendix for the distance between such points determined on the basis and in the manner prescribed or approved in the aforecited proceeding.

2983

[Fol. 2983]

ICC DOCKET I.&S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 1 of 8 Sheets

DOCKET 28300 DISTANCES (MILES) TO RATE BASE POINTS IN DIFFERENTIAL TERRITORY FROM BOSTON, MASS. COMPARED WITH BALTIMORE, MD. AND WITH MAXIMUM CIRCUITY DISTANCES FROM BALTIMORE UNDER FOURTH SECTION FORMULA (SEE NOTE)

OHIO	Boston	Baltimore	Boston over Baltimore	Baltimore Maximum Circuity	Max. Circu. over Boston
Akron	683	429	254	740	57
Alliance	673	396	277	680	7
Ashtabula	598	429	169	740	142
Bellefontaine	792	532	260	900	108
Blanchester	866	521	345	900	34
Bristolville	632	403	229	720	88
Canton	691	413	278	720	29
Celina	826	581	245	975	149
Chillicothe	838	464	374	800	-38
Cincinnati	891	560	331	925	34
Circleville	818	469	349	800	-18
Cleveland	652	444	208	760	108
Columbus	790	479	311	800	10
Coshocton	745	429	316	740	-5
Dayton	836	541	295	925	89
Delaware	766	503	263	850	84
Killbuck	737	457	280	760	23
Latty	810	592	218	975	165
Leetonia	670	376	294	660	-10
Lima	795	566	229	950	155
McComb	769	551	218	925	156
Mansfield	731	485	246	825	94
Marblehead	719	511	208	850	131
Marion	753	522	231	900	147
Mechanicstown	700	406	294	720	20
Middlefield	648	419	229	720	72
Mt. Vernon	767	477	290	800	33
Newark	781	463	318	800	19
Painesville	624	442	182	760	136
Piqua	825	552	273	925	100
Sandusky	712	504	208	850	138
Sardinia	906	549	357	925	19
Spencer	695	463	232	800	105
Springfield	815	524	291	900	85
Tiffin	740	519	221	850	110

(Continued on next sheet)

[fol. 2984]

2984

ICC DOCKET I.&S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 2 of 8 Sheets

OHIO (Contd.)	Boston	Baltimore	Boston over Baltimore	Baltimore Maximum Circuity	Max. Circu. over Boston
Toledo	759	548	211	925	166
Washington C.H.	829	496	333	825	-4
W. Unity	797	597	200	975	178
Youngs	903	512	391	850	-53
Youngstown	646	378	268	660	14
Zanesville	775	438	337	740	-35
Central Eastern and Southeastern OHIO					
Athens	794	403	391	720	-74
Dundas	821	430	391	740	-81
Flushing	755	400	355	680	-75
Gallipolis	843	452	391	760	-83
Jewett	727	377	350	660	-67
Lancaster	818	448	370	760	-58
Lore City	768	402	366	720	-48
Marietta	771	380	391	660	-111
Steubenville	706	356	350	640	-66
Summitville	720	382	338	680	-40
Uhrichsville	726	399	327	680	-46

Note - I.C.C. formula in granting fourth section relief. See 34th Supplemental Fourth Section order No. 18025, dated July 26, 1956 in Commodity Rates between Points East of the Rocky Mountains. This formula reads as follows: The relief authorized herein shall not apply to rates over circuitous routes which exceed in length the distance shown in appendix 18 to the report in Class Rate Investigation, 1939, 281 I.C.C. 213, 328, for a first-class rate which is 133-1/3 percent (or the next higher equivalent) of the first-class rate shown in said appendix for the distance between such points determined on the basis and in the manner prescribed or approved in the aforecited proceeding.

2-985

INDIANA	Boston	Baltimore	Boston over Baltimore	Baltimore Maximum Circuity	Max. Circu. over Boston
Bloomington	988	699	289	1150	162
Bluffton	854	625	229	1050	196
Cannelton	1099	777	222	1275	176
Cato	1090	775	315	1275	185
Columbus	952	642	304	1075	123
Covington	994	735	259	1225	231
Crawfordsville	963	694	269	1150	187
Evansville	1102	787	315	1325	223
Ferdinand	1062	740	322	1225	163
Ft. Wayne	839	621	218	1050	211
Greencastle	972	689	283	1150	178
Greensburg	929	623	306	1050	121
Hibbard	906	688	218	1150	244
Huntingburg	1062	740	322	1225	163
Indianapolis	934	650	284	1075	141
Knightstown	906	616	290	1000	94
Kouts	939	725	214	1225	286
LaFayette	948	699	249	1150	202
Lawrenceburg	913	582	331	975	62
Logansport	911	677	234	1125	214
Madison	978	656	322	1075	97
Marion	884	637	247	1050	166
Michigan City	921	722	199	1225	304
Millersburg	860	657	203	1075	215
Mitchell	1008	686	322	1150	142
Monon	942	708	234	1175	233
Muncie	879	614	265	1000	121
N. Manchester	874	657	217	1075	201
N. Vernon	954	632	322	1050	96
Oakland City	1074	759	315	1250	176
Richmond	871	582	289	975	104
South Bend	888	690	198	1150	262
Steubenville	825	628	197	1050	225
Sullivan	1031	746	285	1250	219
Temple	1042	711	331	1175	133
Terre Haute	1005	722	283	1225	220
Tipton	915	649	266	1075	160
Union City	850	583	267	975	125
Washington	1044	729	315	1225	181
KENTUCKY					
Louisville	1001	670	331	1725	124

3986

[fol. 2986]

WITNESS BROOKS
EXHIBIT
Sheet 4 of 8 Sheets

ILLINOIS	Boston	Baltimore	Boston over Baltimore	Baltimore Maximum Circuity	Max. Circuo over Boston
Aurora	1009	800	209	1325	316
Barry	1207	942	265	1525	318
Barstow	1127	918	209	1475	348
Bloomington	1056	815	241	1350	294
Cairo	1210	907	303	1475	265
Carmi	1107	804	303	1350	243
Carthage	1194	959	235	1550	356
Centralia	1126	841	285	1375	249
Champaign	1027	768	259	1275	248
Chicago	973	767	206	1275	302
Danville	994	735	259	1225	231
Decatur	1068	803	265	1350	282
DeKalb	1031	825	206	1350	319
Dixon	1070	864	206	1425	355
E. Burlington	1168	942	226	1525	357
E. Clinton	1111	903	208	1475	364
E. Dubuque	1133	939	194	1525	392
E. Ft. Madison	1194	959	235	1550	356
E. Louisiana	1191	927	264	1525	334
East St.Louis	1174	891	283	1450	276
Edgewood	1098	805	293	1350	252
Eldorado	1133	830	203	1375	242
Forman	1179	877	302	1450	271
Freeport	1067	878	189	1450	383
Galena	1133	939	194	1525	392
Galesburg	1125	901	224	1475	350
Galva	1105	896	209	1450	345
Gibson City	1025	780	245	1275	250
Gladstone	1168	942	226	1525	357
Harvard	1030	830	200	1375	345
Jacksonville	1139	874	265	1425	286
Jerseyville	1172	908	264	1475	303
Jonesboro	1214	914	300	1475	261
Kankakee	986	768	218	1275	289
Keithsburg	1168	942	226	1525	357
LaSalle	1044	835	209	1375	331
Lincoln	1086	830	256	1375	289
Litchfield	1129	857	292	1425	296
Marion	1175	872	323	1425	250
Mattoon	1060	778	282	1275	215

(Continued on next sheet)

2-987

[101.2987]

ICC DOCKET I.&S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 5 of 8 Sheets

ILLINOIS (Ctd.)	Boston	Baltimore	Boston over Baltimore	Baltimore Maximum Circuity	Max. Circu. over Boston
Metropolis	1193	890	303	1450	257
Morris	1007	797	210	1325	318
Morrison	1111	903	208	1475	364
Mt. Vernon	1139	836	303	1375	236
Murphysboro	1187	889	298	1450	263
Nebo	1191	927	264	1525	334
Newton	1069	786	283	1325	256
Olney	1083	780	303	1275	192
Pana	1093	817	276	1350	257
Paris	1024	741	283	1250	226
Peoria	1083	849	234	1375	292
Quincy	1207	942	265	1525	318
Rockford	1050	851	199	1425	375
Rock Island	1127	918	209	1475	348
Rosiclare	1206	902	304	1475	261
Sheldon	974	740	234	1225	251
Simpson	1193	890	303	1450	257
Smithboro	1119	836	283	1375	256
So. Beloit	1023	858	165	1425	402
Sparta	1169	884	285	1450	281
Springfield	1106	841	265	1375	269
Streator	1037	819	218	1350	313
Tamms	1210	907	303	1475	265
Thebes	1214	914	300	1475	261
Toluca	1058	836	222	1375	317
Vermont	1141	905	236	1475	334
Waterloo	1194	911	283	1475	281
Waukegan	1002	803	199	1350	348
Wood River	1174	891	283	1450	276
MISSOURI					
Hannibal	1207	942	265	1525	318
St. Louis	1174	891	283	1450	276
W. Alton	1174	891	283	1450	276
W. Quincy	1207	942	265	1525	318

[fol. 2988]

2988

IOWA	Boston	Baltimore	Boston over Baltimore	Baltimore Maximum Circuity	Max. Circu. over Boston
Burlington	1168	942	226	1525	357
Clinton	1111	903	208	1475	364
Davenport	1128	919	209	1475	347
Dubuque	1133	939	194	1525	392
Ft. Madison	1194	959	235	1550	356
Keokuk	1194	959	235	1550	356
Muscatine	1154	945	209	1525	371
W. Keithsburg	1168	942	226	1525	357
MICHIGAN					
Adrian	765	580	185	950	185
Akron	754	687	67	1150	296
Alba	882	815	67	1350	468
Alma	792	693	99	1150	358
Alpena	861	793	68	1325	464
Ann Arbor	743	593	150	975	232
Ashley	778	676	102	1125	347
Bad Axe	733	666	67	1125	392
Battle Creek	822	660	162	1075	253
Bellaire	906	839	67	1375	469
Benton Harbor	906	718	188	1175	269
Boyne City	899	832	67	1375	1476
Cadillac	852	775	77	1275	423
Charlotte	797	654	143	1075	278
Choboygan	923	856	67	1425	502
Clare	804	727	77	1225	421
Clifford	713	646	67	1075	362
Detroit	706	604	102	1000	294
Durand	746	622	124	1050	304
Falmouth	876	799	77	1325	449
Flint	729	650	79	1075	346
Frankfort	917	840	77	1375	458
Grand Jct.	874	712	162	1175	301
Grand Rapids	838	713	125	1175	337
Grayling	849	782	67	1325	476
Greenville	819	711	108	1175	356
Harrisville	829	771	58	1275	446
Hart	913	792	121	1325	412
Holland	864	731	133	1225	361
Holly	741	633	108	1050	309

(Continued on next sheet)

2989

2989 [Vol. 2959]

ICC DOCKET I.&S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 7 of 8 Sheets

MICHIGAN (Ctd.)	Boston	Baltimore	Boston over Baltimore	Baltimore Maximum Circuity	Max. Circu. over Boston
Howard City	834	731	103	1225	391
Howell	761	621	140	1050	289
Ionia	803	692	111	1150	347
Jackson	782	619	163	1000	218
Jonesville	801	618	183	1000	199
Kalamazoo	845	683	162	1150	305
Lansing	778	654	124	1075	297
Lapeer	709	641	68	1075	366
LaRocque	890	822	68	1350	460
Lowell	818	704	114	1175	357
Ludington	891	809	82	1350	459
Mackinaw City	929	872	57	1425	496
Manistee	901	819	82	1350	449
Manistique	1017	940	77	1525	508
Menominee	997	920	77	1475	478
Milan	743	579	164	1950	207
Monroe	741	571	170	950	209
Mt. Clemens	699	626	73	1050	351
Muskegon	874	753	121	1250	376
Niles	884	694	190	1150	266
Owosso	757	655	102	1075	318
Oxford	716	643	73	1075	359
Petoskey	908	841	67	1375	467
Pigeon	748	682	66	1150	402
Pinconning	776	708	68	1175	399
Pontiac	721	630	91	1050	329
Port Huron	663	596	67	975	312
Reed City	843	761	82	1275	432
Rochester	711	633	78	1050	339
St. Ignace	948	881	67	1450	502
Saginaw	753	683	70	1150	397
E. Sandusky	709	642	67	1075	366
So. Lyon	742	613	129	1000	258
Sturgis	843	660	183	1075	232
Tawas City	797	822	68	1225	428
Thompsonville	895	818	77	1350	455
Traverse City	899	822	77	1350	45
Vassar	734	667	67	1125	391
W. Branch	809	742	67	1250	441
White Cloud	876	760	116	1250	374
Wilmot	723	656	67	1075	352
Wolverine	895	828	67	1375	480

[fol. 2690]

ICC DOCKET I.&S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 8 of 8 Sheets

WISCONSIN	Boston	Baltimore	Boston over Baltimore	Baltimore Maximum Circuity	Max. Circu. over Boston
Appleton	996	914	82	1475	479
Brooklyn	1032	897	135	1450	418
Clyman Jct.	998	876	122	1450	452
Dodgeville	1079	941	138	1525	446
Elkhorn	1001	852	149	1425	424
Fond du Lac	1016	894	122	1450	434
Granville	953	831	122	1375	422
Green Bay	991	909	82	1475	484
Janesville	1023	858	165	1425	402
Jefferson Jct.	998	876	122	1450	452
Kewaunee	956	874	82	1425	469
Madison	1032	897	135	1450	418
Manitowac	953	871	82	1425	472
Marinette	997	920	77	1475	478
Milwaukee	953	831	122	1375	422
Monroe	1054	893	161	1450	396
Sheboygan	979	884	95	1450	471
Stiles Jct.	1019	937	82	1525	506
Sturgeon Bay	1004	922	82	1475	471
Watertown	998	875	123	1425	427
Waukesha	953	831	122	1375	422
W. Bend	986	864	122	1425	439
Whitelaw	953	871	82	1425	472

2991

I.C.C. DOCKET I. & S.6615
WITNESS BROOKS
EXHIBIT
SHEET 1 of 7 Sheets

DISTANCES FROM BOSTON, MASS. (B. & M. RR. EXCEPT AS NOTED)
TO POINTS IN DIFFERENTIAL TERRITORY.

	SHORT TARIFF				SHORT I. & S. IMPORT TARIFF			
	Docket 28300 Miles	Delivering R.R.	Miles	Over 28300	Delivering R.R.	Miles	Over 28300	Over Short Tariff
OHIO								
Akron	683	PRR	684	1	AC&Y	701	18	17
Alliance	673	NYC(W)	703	30	Same as Short Tariff			
Ashland	726	Erie	786	60	Erie	B804	78	18
Ashtabula	598	NYC	599	1	Same as Short Tariff			
Athens	794	B&O	829	35	NYC(W)	865	71	36
Barberton	690	PRR	691	1	AC&Y	701	11	10
Bellefontaine	792	NYC(C)	794	2	Same as Short Tariff			
Berea	664	NYC(W)	665	1	do.			
Bowling Green	779	NYC(W)	780	1	do.			
Bucyrus	741	PRR	784.5	43.5	NYC(W)	784.8	43.8	0.3
Cambridge	755	PRR	785	30	None			
Canton	691	B&O	711	20	NKP	713	22	2
Chillicothe	838	N&W	841	3	Same as short Tariff			
Cincinnati	891	NYC(C)	897	6	do.			
Cleveland	652	NYC(W)	653	1	do.			
Columbus	790	NYC(C)	791	1	do.			
Conneaut	585	NYC(W)	585	-	do.			
Coshocton	745	NKP	767	22	do.			
Cuyahoga Falls	678	PRR	679	1	None			
Dayton	836	ERIE	839	3	Same as Short Tariff			
Defiance	800	Wabash	810	10	do.			
Delaware	766	NYC(C)	767	1	do.			
Elyria	678	NYC(W)	678	-	do.			
Euclid	641	NYC(W)	641	-	do.			
Findlay	763	NKP	766	3	do.			
Fostoria	749	NKP	751	2	Same as Short Tariff			
Fremont	732	NKP	734	2	do.			
Girard	651	PRR	654	3	Erie	B687	36	33
Hamilton	871	B&O	903	32	Erie	B947	76	44
Kent	673	NKP	685	12	Same as Short Tariff			

5992

(continued on Sheet 2)

[101.2292]

I.C.C, DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 2 of 7 Sheets

	Docket 28300 Miles	SHORT TARIFF Deliv-ering R.R.	Miles	Over 28300	SHORT I. & S. IMPORT TARIFF Deliv-ering R.R.	Miles	Over 28300	Over Short Tariff
OHIO - Continued								
Lima	795	NKP	797	2	Same as Short Tariff			
Lorain	679	NKP	681	2	do.			
Mansfield	731	B&O	731	-	Erie			
Marion	753	NYC(C)	755	2	Same as Short Tariff			
Massillon	700	B&O	719	19	NKP	734	34	15
Middletown	857	NYC(C)	863	6	Same as Short Tariff			
Mt. Vernon	767	PRR	770	3	None			
Newark	781	B&O	792	11	None			
New Philadelphia	717	PRR	744	27	None			
Niles	648	PRR	649	.1	Erie	B691	43	42
Painesville	624	NYC(W)	624	1	Same as Short Tariff			
Parma	663	B&O	665	3	None			
Piqua	825	B&O	840	15	None			
Portsmouth	881	N&W	890	9	Same as Short Tariff			
Rocky River	661	NKP	663	2	do.			
Salem	677	PRR	750	73	None			
Sandusky	712	NYC(W)	713	1	Same as Short Tariff			
Sidney	815	NYC(C)	817	2	do.			
Springfield	815	NYC(C)	817	2	Same as Short Tariff			
Struthers	651	P&RE	662	11	do.			
Tiffin	740	B&O	742	2	NYC(C)	745	5	3
Toledo	759	NYC(W)	759	-	Same as Short Tariff			
Troy	834	NYC(C)	842	8	do.			
Van Wert	823	NYC(C)	827	4	do.			
Washington C.H.	899	B&O	830	1	DT&I	853	24	23
Wooster	717	PRR	719	2	None			
Xenia	835	PRR	870	35	None			
Youngstown	646	NYC(W)	657	11	Same as Short Tariff			
Zanesville	775	NKP	797	22	do.			

B - NYC (B) is originating carrier.

2993

2986
[fol. 2993]

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 3 of 7 Sheets

	SHORT TARIFF				SHORT I. & S. IMPORT TARIFF			
	Docket 28300 Miles	Delivering R.R.	Miles	Over 28300	Delivering R.R.	Miles	Over 28300	Over Short Tariff
INDIANA								
Anderson	897	NYC(C)	900	3	Same as Short Tariff			
Bedford	1005	Milw.	1034	29	Monon	1045	40	11
Bloomington	988	I.C.	992	4	Monon	1019	31	27
Columbus	952	NYC(C)	984	32	Same as Short Tariff			
Connersville	899	NKP	930	31	do.			
Crawfordsville	963	PRR	969	6	NYC(C)	981	18	12
East Chicago	956	Wabash	963	7	Same as Short Tariff			
Elkhart	873	NYC(W)	892	19	do.			
Elwood	904	NKP	907	2	do.			
Evansville	1102	C&EI	1118	16	do.			
Ft. Wayne	839	NKP	842	8	do.			
Frankfurt	937	NKP	943	6	do.			
Gary	947	Wabash	954	7	do.			
Goshen	872	NYC(W)	882	10	do.			
Hammond	958	Wabash	964	7	do.			
Hobart	944	EJ&E	951	7	NKP	959	15	8
Huntington	863	Wabash	865	2	Same as Short Tariff			
Indianapolis	934	NYC(C)	937	3	do.			
Jeffersonville	1004	B&O	1021	17	NYC(C)	1037	33	16
Kokomo	912	NKP	923	11	Same as Short Tariff			
Lafayette	948	Wabash	951	3	do.			
LaPorte	915	NYC(W)	934	19	do.			
Logansport	911	Wabash	914	3	do.			
Marion	884	NKP	895	11	do.			
Michigan City	921	NYC(W)	939	18	do.			
Mishawaka	884	GTW	899	15	do.			
Muncie	879	NKP	882	3	do.			
New Albany	1004	B&O	1022	18	Monon	1117	113	95
New Castle	898	NKP	905	7	Same as Short Tariff			
Peru	895	NKP	898	3	do.			
Richmond	871	PRR	886	15	None			
Shelbyville	929	NYC(C)	964	35	do.			
South Bend	888	GTW	903	15	Same as Short Tariff			
Terre Haute	1005	NYC(C)	1008	3	do.			
Valparaiso	933	GTW	948	15	do.			
Vincennes	1052	PRR	1055	3	C&EI	1066	14	11
Wabash	881	Wabash	884	3	Same as Short Tariff			
Washington	1004	B&O	1065	21	NYC(C)	1089	45	24

(Continued on Sheet 4)

[fol. 2994]

2994

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 4 of 7 Sheets

	SHORT TARIFF				SHORT I. & S. IMPORT TARIFF			
	Docket 28300 Miles	Delivering R.R.	Miles	Over 28300	Delivering R.R.	Miles	Over 28300	Over Short Tariff
KENTUCKY								
Louisville	1001	L&H	1006	5	NYC(C)	1039	38	33
ILLINOIS								
Alton	1168	NYC(C)	1182	14	Same as Short Tariff			
Autora	1008	EJ&E	1019	11	None			
Belleville	1177	Sou	1199	22	None			
Bloomington	1056	NKP	1083	27	Same as Short Tariff			
Cairo	1210	NYC(C)	1251	41	do.			
Canton	1112	TP&W	1132	20	TP&W	1155	43	23
Carbondale	1182	I.C.	1199	17	None			
Centralia	1126	I.C.	1143	17	None			
Champaign	1027	Wabash	1034	7	Same as Short Tariff			
Chicago	973	Wabash	985	12	do.			
Chicago Heights	964	EJ&E	972	8	NYC(M)	981	17	9
Collinsville	1159	PRR	1164	5	None			
Danville	994	Wabash	997	3	Same as Short Tariff			
Decatur	1008	Wabash	1071	63	do.			
DeKalb	1022	C&NW	1043	21	None			
Dixon	1071	EJ&E	1082	11	None			
Downers Grove	991	CB&Q	1006	15	None			
East Moline	1121	CRI&P	1131	10	None			
East St. Louis	1174	PRR	1175	1	Wabash	1181	7	6
Elgin	1010	Milw.	1021	11	None			
Elmhurst	989	C&NW	1000	11	None			
Evanston	984	C&NW	996	12	None			
Evansville	1102	C&EI	1118	16	Same as Short Tariff			
Freeport	1067	I.C.	1099	32	None			
Galesburg	1125	AT&SF	1136	11	None			
Harrisburg	1140	NYC(C)	1181	41	Same as Short Tariff			
Highland Park	996	C&NW	1008	12	None			
Jacksonville	1139	Wabash	1143	4	Same as Short Tariff			
Joliet	986	EJ&E	996	10	NYC(M)	1004	18	
Kankakee	986	NYC(W)	990	4	Same as Short Tariff			
Kewanee	1101	CB&Q	1117	16	None			
LaSalle	1044	CRI&P	1054	10	None			
Lincoln	1086	I.C.	1104	18	None			
Macomb	1154	CB&Q	1187	33	None			
Marion	1175	I.C.	1218	43	C&EI	1310	135	92

(Continued on Sheet 5)

2991

29885 [Fol. 2995]

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 5 of 7 Sheets

	Docket 28300 Miles	SHORT TARIFF Delivering R.R.	Miles	Over 28300	SHORT I. & S. INTERCEPT TARIFF Delivering R.R.	Miles	Over 28300	Over Short Tariff
ILLINOIS (Continued)								
Mattoon	1060	NYC(C)	1065	5	Same as Short Tariff			
Moline	1125	CRI&P	1135		None			
Monmouth	1142	M&StL	1161		None			
Mt. Vernon	1139	Sou	1180		C&EI	1196	57	
Ottawa	1030	CRI&P	1040	10	None			
Pekin	1091	AT&SF	1112	21	C&IM	1133	42	21
Peoria	1083	TP&W	1098	15	NKP	1124	41	26
Quincy	1207	Wabash	1227	20	Same as Short Tariff			
Rockford	1050	I.C.	1072		None			
Rock Island	1127	CRI&P	1137	10	None			
Skokie	985	C&NW	997	12	None			
Springfield	1106	Wabash	1109		Same as Short Tariff			
Sterling	1082	C&NW	1094		None			
Streator	1037	NYC(W)	1044	7	Same as Short Tariff			
Urbana	1025	Wabash	1032	7	do.			
Waukegan	1002	C&NW	1008	6	None			
West Frankfort	1169	I.C.	1182	13	C&EI	1257	88	75
Wheaton	998	C&NW	1010	12	None			
Wilmette	987	C&NW	999	12	None			
Winnetka	990	C&NW	1001	11	None			
Wood River	1170	NYC(C)	1180	10	Same as Short Tariff			
MISSOURI								
St. Louis	1174	PRR	1179	5	Wabash	1184	10	5
IOWA								
Burlington	1168	CB&Q	1190	22	None			
Clinton	1111	C&NW	1122	11	None			
Davenport	1128	CRI&P	1138	10	None			
Dubuque	1145	CGW	1157	12	None			
Ft. Madison	1181	AT&SF	1191	10	None			
Keokuk	1194	TP&W	1216	22	TP&W	1236	42	20
Muscatine	1155	CRI&P	1166	11	None			

(Continued on next sheet)

2996

I.C.C. DOCKET I. & S. 6615
WITNESS BROOKS
EXHIBIT
Sheet 6 of 7 Sheets

	SHORT TARIFF				SHORT I. & S. IMPORT TARIFF			
	Dockot 28300 Miles	Doliv- oring R.R.	Miles	Over 28300	Doliv- oring R.R.	Miles	Over 28300	Short Tariff
MICHIGAN (Lower)								
Adrian	765	Wabash	771	6	Same as Short Tariff			
Albion	802	NYC(M)	806	4	do			
Alpona	880	D&M	926	46	None			
Ann Arbor	743	NYC(M)	747	4	Same as Short Tariff			
Battle Crkko	822	GTW	827	5	do.			
Bay City	757	GTW	803	46	do.			
Boston Harbor	915	NYC(C)	930	15	do.			
Birmingham	724	GTW	731	7	do.			
Cadillac	852	GTW	882	30	do.			
Dearborn	716	NYC(M)	720	4	do.			
Detroit	706	Wabash	712	6	do.			
East Detroit	709	GTW	715	6	do.			
East Lansing	773	GTW	779	6	do.			
Flint	727	GTW	733	6	do.			
Grand Rapids	838	GTW	841	3	do.			
Holland	865	C&O(PMD)	906	41	None			
Inkster	719	NYC(M)	724	5	Same as Short Tariff			
Jackson	782	NYC(M)	786	4	do.			
Kalamazoo	845	NYC(M)	854	9	do.			
Lansing	778	GTW	782	4	do.			
Midland	773	C&O(PMD)	828	55	NYC(M)	839	66	11
Monroe	741	NYC(M)	746	5	Same as Short Tariff			
Mount Clemens	699	GTW	705	6	do.			
Mt. Pleasant	808	AA	818	10	do.			
Muskegon	874	GTW	877	3	do.			
Muskegon Hts.	874	GTW	877	3	do.			
Niles	893	NYC(M)	902	9	do.			
Owosso	757	GTW	762	5	do.			
Pontiac	721	GTW	726	5	do.			
Port Huron	663	GTW	670	7	do.			
Royal Oak	719	GTW	726	7	do.			
St. Joseph	917	C&O(PMD)	932	15	NYC(C)	942	25	10
Saginaw	753	GTW	790	37	Same as Short Tariff			
Traverse City	899	C&O(PMD)	990	91	None			
Willow Run	733	NYC(M)	737	4	Same as Short Tariff			
Wyandotte	718	NYC(M)	722	4	do.			
Ypsilanti	735	NYC(M)	740	5	do.			

[fol. 2997]

7997

I.C.C. DOCKET I. & S. 6018
WITNESS BROWN
EXHIBIT
Sheet 7 or 7 Sheets

	Docket 28500 Miles	SHORT TARIFF Delivering R.R.	Miles	Over 28500	SHORT I. & S. IMPORT TARIFF Delivering R.R.	Miles	Over 28500	Over Short Tariff
Wisconsin								
Appleton	996	C&NW	1049	53	None			
Beaver Dam	1023	Milw.	1109	86	None			
Beloit	1044	C&NW	1076	32	None			
Cudahy	967	C&NW	1052	85	None			
Fond du Lac	1022	Soo	1032	10	None			
Green Bay	991	GB&W	1043	52	None			
Janesville	1030	C&NW	1076	46	None			
Kenosha	993	C&NW	1036	43	None			
Madison	1041	C&NW	1114	73	None			
Manitowoc	953	C&O(PMD)	1007	54	AA	1025	72	18
Marinette	999	AA	1027	28	Same as Short Tariff			
Menasha	996	Soo.	1049	53	None			
Milwaukee	960	GTW	966	6	Same as Short Tariff			
Neenah	993	Soo.	1051	58	None			
Oshkosh	1010	Soo.	1050	40	None			
Racine	983	C&NW	1046	63	None			
Sheboygan	979	C&NW	1031	52	None			
So. Milwaukee	970	C&NW	1055	85	None			
Two Rivers	962	C&NW	1016	54	None			
Watertown	1005	Milw.	1090	85	None			
Waukesha	979	Soo.	1014	35	None			
Waumatosa	965	Milw.	1050	85	None			
West Allis	965	C&NW	1053	88	None			
Michigan (Upper)								
Menominee	998	AA	1026	28	Same as Short Tariff			

Note: This exhibit covers all cities and towns of 10,000 population and over in differential territory except a very few points in central eastern and southeastern Ohio.

1998

[fol. 2998]

[fol. 2999]

I.C.C. Exhibit No. 29

I.C.C. DOCKET I&S 6615
WITNESS DAY
EXHIBIT ——

This statement is verified. Unless written request for cross examination is received by the affiant or his attorney, Henry E. Foley, 10 Post Office Square, Boston 9, Mass. not later than ten days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I & S DOCKET NO. 6615

VERIFIED TESTIMONY OF WILLIAM H. DAY
ON BEHALF OF THE PORT OF BOSTON
COMMISSION

[fol. 3000]

Verified Testimony of William H. Day
on behalf of Port of Boston Commission

Q. Will you please state your name and business address.

A. My name is William H. Day. My business address is 80 Federal Street, Boston, Massachusetts.

Q. What is your position at the present time.

A. I am Manager of the Transportation Department of the Greater Boston Chamber of Commerce.

Q. Mr. Day, will you describe briefly your experience in the transportation field.

A. My experience in the transportation field covers a period of approximately 54 years. During that time, it has been my privilege to work for or with all mediums of transport, rail, water, highway and air, in a wide variety of capacities including the formulation of carrier rates, rules, practices and services, to serve as the transportation representative of individual industries and organizations representative of them, and of such commercial bodies as boards of trade and chambers of commerce. Since 1924, I have been employed by the Greater Boston Chamber of Commerce as Manager of its Transportation Department, a position that brings me in intimate day to day contact with the transportation problems of municipalities and areas, the Port of Boston and buyers and sellers of all mediums of transport. Over the years, I have been active [fol. 3001] in many regional and national organizations, representative either of buyers of transportation or both buyers and sellers thereof. As illustrative, I have just started my 17th consecutive year as General Chairman of the New England Shippers Advisory Board. I am a Past President of the New England Industrial Traffic League and served for 22 years as Chairman of its Executive Committee; I am a past president of the National Industrial Traffic League and a past chairman of its Executive Committee on which I have served for some 30 years. I am a past vice-president of the National Association of Shippers Advisory Boards and have served on its Board of Directors for 18 years. For some years, I have served

on the Board of Directors of the Transportation Association of America and as Chairman of the Board's Policy Committee. Also, I have served for several years as a member of the Advisory Council to the Port of Boston Commission. My connections with those organizations, particularly those of national scope, have enabled me to become intimately acquainted with many fellow workers in the transportation field throughout the country, including many engaging in foreign trade either as exporters or importers. Contacts thus formed have enabled me to obtain a clear understanding of the considerations that normally influence the routing of foreign commerce via particular ports.

Q. Mr. Day, can you state to what extent exports originating in, and imports destined to, points in Differential Territory pass through the Port of Boston?

A. Yes, I know that practically no Differential Territory exports, except grain, move through the Port of Boston and only an insignificant proportion of Boston's imports [fol. 3002] move to that Territory.

Realizing that only the railroads were able to supply conclusive data showing where such of Boston's general cargo export and import traffic as they handled came from and went to, but that such records with respect to individual shipments could not properly be made available to me, I asked the three rail carriers serving Boston to individually supply me with such data as would show the number of cars of import and export freight which they handled, exclusive of grain, to and from the Port of Boston during a typical period, so broken down as to disclose the number of cars originating or terminating (a) east of Buffalo and Pittsburgh (b) Buffalo, Pittsburgh and West, and (c) in Canada. I have analyzed these data and set forth the results of my analysis in Exhibits No. —— (110) and —— (111).

Q. Please explain your exhibit No. —— (110) first, which deals with imports.

A. This exhibit is a single sheet entitled "Destination Territory of General Cargo Moved by Rail Carriers from the Port of Boston During the Year Beginning August 1, 1955 and Ending July 31, 1956". This exhibit deals with

general cargo only, and the general cargo total used is that developed in Exhibit No. —— (113), which I will explain in detail later on. The first column shows the individual railroads involved; the second column shows the number of cars handled by each railroad, as well as the total number of cars handled, the third column shows the number of cars [fol. 3003] moved by each rail carrier to points east of Buffalo and Pittsburgh, as well as the percentage of the whole that same represents; the fourth column shows like information concerning the movement to Buffalo, Pittsburgh and points west thereof; and the fifth column shows like information and percentages concerning the movement to points in Canada. It will be observed that out of a total of 10,140 cars moved by the rail carriers serving the Port of Boston, 8602 or 84.8% went to destinations east of Buffalo and Pittsburgh and, I might add, largely to points east of the Hudson River, whereas 859 or 8.4% went to destinations in Canada, and only 680 or 6.7% went either to Buffalo, Pittsburgh or points west thereof.

Q. Please explain your companion Exhibit No. —— (111) which deals with exports.

A. It consists of a single sheet entitled "Origin Territory of General Cargo (Exclusive of Grain) Moved by Rail Carriers to the Port of Boston for Export Between August 1, 1955 and July 31, 1956". The first column of figures in Exhibit No. —— (111) shows the total number of cars handled by each railroad; the second column of figures shows the number of cars originating at points east of Buffalo and Pittsburgh and the percentage of the whole that same represents; the third column of figures shows the number of cars from Buffalo, Pittsburgh and points west thereof and the percentage of the whole that same represents; and column four shows the number of cars from points in Canada and the percentage of the whole [fol. 3004] that same represents. It will be observed that out of a total of 6713 cars only 93 or 1.3% originated in Buffalo, Pittsburgh or points west thereof.

Incidentally, in these studies, Buffalo traffic has been included with Differential Territory traffic, but I want to point out that Buffalo itself is not in differential territory. As a matter of fact, Boston and Baltimore export-import

rates from and to Buffalo are on a parity. Therefore, to whatever extent exhibits numbered —— (110) and —— (111) include cars originating or terminating in Buffalo, they overstate Boston's Differential Territory traffic. Frankly, I do not know how many Buffalo cars there were, but in view of the insignificance of the total movement of Differential Territory traffic through the Port of Boston, it does not appear to matter.

Q. What, in your opinion, accounts for this virtual exclusion of Boston from participation in Differential Territory traffic?

A. The higher rail rates from and to Boston. In my opinion, it is impossible for Boston to compete successfully for any substantial volume of commerce from and to Differential Territory unless and until it can quote rates equal to those in force from and to Baltimore.

Q. Do you wish to comment further on the small amount of Differential Territory commerce which you say moved through Boston?

A. Yes, I do. I think that what these figures really mean in terms of traffic realities, is that virtually no shipper ever chooses to ship to and from Differential Territory via the Port of Boston and pay the differentially higher [fol. 3005] freight rates, unless unusual circumstances happen to make it advantageous to do so in spite of the usually controlling rate disadvantages.

Q. What kind of unusual circumstances do you have in mind?

A. There come to mind instances where exporters have routed export traffic via Boston which could have moved more economically via other ports, for the accommodation of ship operators, or, even more rarely, for the purpose of acquiring an ocean bill of lading at the first scheduled port of call; also, situations where importers with national ramifications decide to divert portions of shipments consigned to their New England plants elsewhere to meet some emergency, or where brokers charter a ship, or a portion thereof, and subsequently find that the space contracted for would accommodate more of the commodity than they had New England orders for, and in an effort to fully utilize ship space they must pay for, they may

decide to include a small amount of traffic for Differential Territory. Under such rare conditions, the higher rail rates in effect from and to Boston become secondary considerations.

Q. Could you give us an example of the type of situation which you have described?

A. Yes, I can. In fact, the example which I will cite not only illustrates the point that Differential Territory shipments through Boston typically represent small surplusages from large local shipments, but also shows, I think, how rail rates generally control the choice of port for Differential Territory shipments. I refer to the dis- [fol. 3006] tribution of wood pulp imports between Boston and Portland, as shown in the waybill study of the Boston and Maine Railroad for the period August 1, 1955 to July 31, 1956, which is of record herein as Boston and Maine RR Exhibit —— (BM1), Exhibit —— (BM6) and Exhibit —— (BM7). In the period in question, 5743 tons of wood pulp are shown to have been imported and shipped via the Boston and Maine from Portland and of that total 3922 tons, or 60% of the total, went to Differential Territory. Portland's import rates to Differential Territory points are on the Baltimore level. Boston, on the other hand, which is shown to have imported and shipped via the Boston and Maine alone as much as 97,000 tons of wood pulp, or about 17 times as much as Portland, shipped only 300 tons to Differential Territory, or less than ½ of 1% of Boston's total and less than 10% of Portland's shipments of wood pulp to Differential Territory. It is obvious, I submit, that shippers who had a normal free choice for routing the wood pulp shipments to Differential Territory, selected the port with the Baltimore rate basis, namely Portland, and that only most unusual circumstances of one kind or another accounted for such movements through Boston as did occur; and this even though Boston is a large wood pulp importing port. My experience, over the years, with exporters and importers has convinced me that this wood pulp situation typifies the general competitive pattern, and shippers reaction to it, as it exists today between Boston and differentially lower-rated ports.

[fol. 3007] Q. Did all of the 680 cars, which you show in Exhibit No. —— (110) as having moved through Boston to Differential Territory, actually move under standard line rates, to which the port differentials apply?

A. No, many of them did not. As a matter of fact, 270 of the 680 cars moved from Boston via the so-called rail differential routes. Of course the Port of Boston enjoys parity with Baltimore via these routes on three rate classes and the rates on other classes are closer to Baltimore rates than are the normal standard line rates. Undoubtedly, the more favorable rates via the differential routes prompted their usage in the case of many of these 270 cars. This fact further illustrates, in my opinion, the importance that shippers attach to the comparative rates which they are required to pay, and also that with parity rates, Boston could and would obtain a significant portion of the available traffic.

Q. Mr. Day, have you had any personal experiences with trying to convince those engaging in foreign trade to utilize the Port of Boston for traffic moving from and to Differential Territory?

A. Yes, over the years I have periodically called upon various traffic representatives of exporters and importers located in Differential Territory in the hope of selling them the idea that they should route some of their foreign commerce via Boston. In practically every instance, however, they have taken the position that while they would like to be helpful to me as an old friend, they could not afford to route such traffic via Boston on account of the [fol. 3008] higher rail rates they would be required to pay.

Q. Mr. Day, would you please describe the difference between so-called "Bulk Cargo" and "General Cargo".

A. "Bulk Cargo" is a term generally applied to commodities which move in substantial volume but are of low unit value, and which, therefore, from an economic standpoint, do not normally justify water movements in less than shipload quantity. Coal, grain, scrap iron and wood pulp are illustrative. Usually, such shipload traffic is handled by so-called tramp steamships, although there are instances where some types of bulk cargo, such as grain, are shipped in part-cargo lots in liner-type ships.

Q. Thank you. In this connection, would you tell us the special significance of port differentials as they apply to bulk cargo.

A. Commodities that move in bulk, as such a large proportion of Boston's import traffic does, generally have a low unit value, a high density and move in such volume as to justify low commodity rates. In fact, transportation charges often represent such an important part of the delivered cost of bulk cargo as to restrict the areas to which it can profitably move. In other words, such traffic tends to be much more sensitive to rate differences, including port differentials, than miscellaneous general cargo.

Q. You have stated that a large proportion of Boston's import traffic is bulk traffic. Have you an exhibit which substantiates this statement?

A. Yes, that is my Exhibit No. —— (113), to which I have previously referred when I discussed Exhibit No. —— (110). As indicated by the heading, this Exhibit No. —— [fol. 3009] (113) is a statement of Boston's Imports beginning with the calendar year 1946 and continuing through 1955, a period of 10 years. It shows, in the first column, total imports as measured by net tons, and in columns two to six inclusive, segregates shipload lots of petroleum, sugar, gypsum, lumber and logs, iron ore and concentrates, all of which moved to nearby destinations, largely in the Boston switching district as defined by the Interstate Commerce Commission. Subtraction of these tonnages from total imports gives the balances appearing in column seven, which may rightfully be termed miscellaneous general cargo, which moves to or from the various piers either by rail or truck. I direct attention to the fact that with two or three temporary exceptions there has been little change, with the passage of years, in the annual volume of import miscellaneous general cargo passing through the Port of Boston. This exhibit confirms a joint statement of the Corps of Engineers, U. S. Army and the U. S. Maritime Commission in their revised edition of Port Series No. 3 covering the Port of Boston, to the effect that in foreign trade "It is primarily an importing port of bulk cargoes". As the exhibit shows, bulk cargo imports amounted to approximately 44 million net tons, or

82% of all Boston's imports in the period covered. Yet because of the sensitivity of bulk movements to rate differentials, this bulk traffic is almost entirely to local destinations, largely in the Boston switching district.

Q. Have you prepared a similar exhibit dealing with exports?

A. Yes, my Exhibit No. —— (114), to which I have also once before made reference.

[fol. 3010] Q. Please explain it.

A. This exhibit is a single sheet entitled "Boston's Export Tonnage (In Net Tons) 1946 to 1955 Inclusive". The first column of figures covers total exports; the second column covers the export grain movement and the third column covers miscellaneous general cargo. It will be observed that the only change during recent years that is deserving of comment, was during the calendar year 1955 when total exports amounted to 565,995 tons which represented an increase of 227,800 tons over the preceding year. This increase is traceable to an abnormal movement of scrap iron, largely to European countries, which amounted to 285,530 net tons and originated in the Boston switching district. Excepting grain, Boston has generally no significant bulk exports.

Q. To what extent does Boston participate in grain exports?

A. Historically, Boston used to be a substantial participant in grain movements. In proof thereof, I direct attention to my Exhibit No. —— (115) which consists of two pages and is entitled "Movement of Export Grain in Bushels via Port of Boston, Years 1907-1956". It will be observed that from 1907 to 1919 the annual movement through the Port of Boston ranged from a low of 9,303,159 bushels in 1910 to a high of 33,247,757 bushels in 1916. Throughout this 13 year period, the average annual movement approximated 17,858,000 bushels. In contrast, beginning in 1920 and continuing through 1955 the annual export movement of grain through Boston ranged from 0 in 1935 and 1937 to a high of 13,535,078 in 1922. The annual average throughout this period approximated 5,203,000 bushels. It will be observed that in 1956 there was a sizable [fol. 3011] increase in the grain movement through the

Port of Boston. In fact, this movement of 19,546,645 bushels was the largest annual movement since 1917.

Q. Mr. Day, what, in your opinion, accounted for the decided drop in the movement of export grain through Boston subsequent to the year 1920?

A. Prior to the early twenties, Boston enjoyed lower ocean rates to U. K. and European ports than applied from Philadelphia, Baltimore or Hampton Roads and this water rate advantage of Boston tended to offset the lower export rail rates applicable to grain moving from points in Differential Territory through the more southerly ports. In other words, during this period the through-transportation charges on grain from interior points in Differential Territory to U. K. and European ports permitted competition for such traffic on the part of all U. S. North Atlantic Ports. Following the early twenties, Boston's loss of the water rate advantage formerly enjoyed developed to be a handicap of such magnitude as to make it difficult for exporters using this port to profitably participate in such overseas traffic.

Q. How do you account for the very sizable increase in the grain movement through the Port of Boston in the year 1956?

A. This unexpected but encouraging development is traceable in part to the fact that the government grain involved was offered for sale abroad under terms and conditions that made it possible for the Port of Boston to compete for such traffic without a cost disadvantage, and in part to the heavy volume of grain exports in that year [fol. 3012] which required the use of all available elevator capacity by grain shippers. The Boston elevators were available for lease to these shippers. In my opinion, this record of accomplishment in the calendar year 1956 is an indication that when Boston's grain exporters have no artificial handicap to overcome, they can successfully compete for a share of the export grain traffic; otherwise Boston gets only the all-rail grain surplus which others can't handle.

Q. What do you have in mind when referring to Boston's artificial handicap?

A. I have in mind the rail port differential.

Q. Where did this 1956 grain movement come from?

A. I have prepared a single sheet, Exhibit No. —— (116), which is entitled "Export Grain Movement to the Port of Boston via Rail Lines During the Calendar Year 1956". The first column of figures in this exhibit shows a total movement of 12,982,711 bushels of grain from Differential Territory or beyond via the all-rail routes. This total is so broken down as to segregate movements via the Boston and Maine and New York Central Railroads. The second column of figures shows in like manner the all-rail movement from Buffalo. This grain, I should here explain, originated either in Differential Territory or beyond, but moved via rail routes to Buffalo, where it was temporarily stored in elevators and subsequently reshipped to Boston, where again it passed into elevators for ultimate reshipment overseas. The third column of figures shows the ex-lake movement from Buffalo which could have, and presumably did, at least in part, come from points in Differential Territory or beyond. The fourth column of [fol. 3013] figures shows the total movement via the several routes dealt with. Incidentally, the difference between the totals in the last two exhibits is attributable to the fact that the 20,986,509 bushels represents what the railroads moved into Boston's waterfront elevators, while 19,546,645 bushels represents what moved out of elevators overseas during the calendar year 1956.

Q. Is Boston confronted with any differential rate handicap on the Buffalo ex-lake grain to which you have referred?

A. No.

Q. Was it, at one time?

A. Yes.

Q. What led to this change?

A. Formal proceedings before the I.C.C. in Docket No. I&S 5641, and subsequently in the Federal Courts.

Q. Did this litigation result in application of the same basis of ex-lake grain rates to all U. S. North Atlantic ports?

A. That is correct.

Q. Have you caused an exhibit to be prepared which is entitled "Export Tonnages of Grain via Major North At-

lantic Ports for Calendar Years 1924-1955 in Net Tons of 2000 lbs."?

A. I have. It is Exhibit No. —— (117).

Q. Please explain it.

A. This exhibit is in three pages. It shows on the first page, in net tons, the size of the annual movement of grain via each port throughout the 32 year period dealt with. It will be observed that there were years when at some [fol. 3014] ports the movement of grain disappeared entirely or dropped to an extremely low level. Also, that considering the period covered as a whole, some ports practically stood still, some suffered serious losses and others experienced tremendous gains. Page 2 of this exhibit shows the size of the average annual grain movement via each port during the period 1924-1955 inclusive, measured by net tons, and the percentage of the aggregate of total average tonnage moved via each port. The next set of figures deals in like fashion with the period 1924-1945 or up to the close of World War II, and the third set of figures deals likewise with the period 1946-1955 or since the close of World War II. It will be observed that during the period 1924-1945, 64% of the export grain movement was through the ports of Portland, Boston and New York and 36% through Philadelphia, Baltimore and Hampton Roads, whereas between 1946 and 1955 the movement via Portland, Boston and New York dropped to 26.2% of the whole and the movement via Philadelphia, Baltimore and Hampton Roads increased to 73.8% of the whole. On the third page of this exhibit, the information which appears on the first page is shown in graph form.

I have previously shown that Boston's great loss of grain traffic occurred soon after World War I, with the equalization of liner rates. As this Exhibit —— (117) shows, New York was able to hold on to its leading position as a grain exporting port until World War II. This may have been due to the fact that, until then, most grain moved in parcel lots on liner-type vessels and New York's advanta- [fol. 3015] geous position on the sailing schedules of liners may have offered service advantages which compensated for the higher rate. Nowadays, most grain moves in bulk, and I have already referred to the super-sensitivity of

bulk shipments to rate differentials. In any event, as Exhibit —— (117) shows, Baltimore now far out-distances all the higher-rated ports in the volume of grain exports. Since the early twenties, Boston's rail export rate handicap and the sensitivity of cargo lots of grain to higher transportation charges, have, generally speaking, restricted Boston's participation in the exportation of grain from Differential Territory and beyond to instances where the congestion at the other U. S. North Atlantic ports, to which lower rail export grain rates apply, plus the urge to meet shipping commitments, temporarily required the use of Boston's facilities.

Q. Mr. Day, your testimony on export grain has, so far, dealt largely with the actual movement of this commodity and conditions relevant thereto. Do you wish to place in the record any factual information concerning rail grain export rates?

A. Yes, I do. I have caused Exhibit No. —— (118) to be prepared, which shows the export rates on grain and grain products, and other commodities taking grain rates, as published in Agent H. F. Hinsch's Tariff 245-H, I.C.C. 4403. This exhibit is entitled "Statement of Eastbound Export Rates on Grain and Grain Products and Other Commodities, as Named, From Stations in CFA Territory to the North Atlantic Ports of Baltimore and Boston". The [fol. 3016] exhibit shows the rates to Baltimore, which are on the *Ex Parte* 196 level, and comparative rates to Boston which, it will be observed, are uniformly 1½¢ per 100 pounds over the rates to Baltimore.

Q. Mr. Day, you have stated that so long as the Port of Boston has a rate differential over the Port of Baltimore it cannot, in your opinion, achieve significant participation in Differential Territory traffic. Are there any other effects which the port differentials have on the Port of Boston that you wish to discuss?

A. Yes, the inability of Boston to compete effectively for Differential Territory export and import traffic, is only the direct effect of Boston's port differential handicap. There are other collateral effects of the port differential which, in my opinion, hurt not only Boston, but also the carriers serving it and the entire New England area.

Q. What are these collateral effects?

A. Boston's inability significantly to participate in Differential Territory export and import traffic has a snowballing effect, so to speak, which causes the loss of traffic from and to territories other than Differential Territory. Ships need balanced cargoes and since there are few, if any, ports whose immediate hinterland produces and consumes all the types of cargo which make a balanced load—and Boston's hinterland certainly does not—, ports that can draw cargoes from areas other than their immediate hinterland can offer better balanced cargoes than ports that cannot. Naturally there is a tendency on the part of steamship operators to gravitate to those ports where [fol. 3017] balanced traffic exists in sizable volume. On the other hand, a port which is not so favored experiences difficulty in maintaining the quality and quantity of steamship services necessary to enable exporters located in their immediate hinterlands to satisfactorily meet the demands of foreign customers. Such shippers quickly get out of the habit of trying to ship through a port whose sailings are too infrequent to offer them the choice of departures and arrivals which they desire. Boston is in this position.

Q. Are you saying, Mr. Day, that the lack of Differential Territory traffic, to which you have previously testified has in turn caused other traffic through Boston to dry up?

A. Yes, let me be more specific. As another witness, Dr. Ellis of the Federal Reserve Bank of Boston will explain in greater detail, New England's economy is based largely on manufacturing. In general, we import raw materials and export relatively light-weight finished products. We need bulk cargoes and bottom cargoes which we do not produce in any quantity, we need heavy machinery, cars, trucks, and the like, to attract ships to Boston. Such cargo is needed to balance the relatively light-weight, small-lot shipments which our manufacturers produce.

To illustrate, my Exhibit No. —— (120), entitled "Massachusetts Industries and Their Products—1954", shows that although Massachusetts is the home of some 10,000 industries whose products have an annual value of approximately 10 billion dollars, the commodities most commonly exported, namely, paper, leather goods, textiles, chemicals,

cutlery, electrical appliances, machinery, scientific equip-
[fol. 3018] ment, shoes and plastic materials are relatively light, weight-wise, and generally speaking, move in small lots. In other words, this traffic is generally of a type commonly referred to as "Top Cargo". What I have said about Massachusetts applies also to other sections of New England which are a part of the hinterland of the Port of Boston. Those engaged in ocean commerce, coast-wise, inter-coastal or foreign, generally refer to those sections of the country located beyond the coastal areas as hinterlands. My experience leads me to believe that a port's success, measured by traffic usage, is materially affected by the fertility of these hinterlands as producers and consumers of waterborne commerce. Immediately adjacent to each port will always be found an area or hinterland to and from which that port enjoys more advantageous rail class rates than apply to and from any competing port. As the fringes of such areas are reached, situations arise where the applicable rail class rates are such as to permit competition by two ports for the available traffic. Still farther back from the coastal areas are hinterlands which frequently are sizable producers of export traffic as well as sizable consumers of import traffic. Naturally, the competition between various ports for such traffic is most acute. Generally speaking, such situations have resulted in the establishment of competitive import and export rail rates between such areas and a variety of ports. An outstanding exception to this treatment is foreign commerce moving between points in Differential Territory and U. S. North Atlantic ports. As an indication that
[fol. 3019] under such conditions as I have cited distance differences are commonly disregarded, I have an exhibit in map form, Exhibit No. —— (176) entitled "Hinterland Territories, North Atlantic Ports, 1957". In the upper right of this exhibit under the subhead "Territories" will be found identification markings of the areas where a single port possesses a local rate advantage measured by first class rates. Attached to this map is a single sheet indicating what the prevailing first class rates are to each such port and the tariff authority therefor. Returning to the

map itself, identification markings will be observed for areas where rate parity now exists to two or more ports but not all ports, where rate parity exists to all U. S. North Atlantic ports; Baltimore and north, and where parity exists to and from all U. S. North Atlantic ports. Before leaving this exhibit, I call attention to the size and some characteristics of Boston's immediate hinterland. It is not only a relatively small area, compared to the size of other such hinterlands, but it is also a region famous for its heavy concentration of diversified manufacturing industries and equally famous in transportation circles for its relative lack of heavy basic industries. The entire area is practically void of basic raw materials. There was a time when New England was the center of the textile industry. Today, the textile's place has been taken by electronics and plastics, which produce products of low density and relatively high value. The resulting needs of the Port of Boston were well summarized in a joint statement of the Board of Army Engineers and U. S. Shipping Board [fol. 3020] published in their 1922 edition of "The Port of Boston, Massachusetts, Port Series No. 2", which reads as follows: "Exports originating in New England are confined chiefly to high class measurement goods, such goods have a wide distribution in foreign trade and must seek a port having a multitude of shipping services. The shipping services, on the other hand, must seek ports furnishing well-balanced cargoes and particularly heavy cargo in abundance for deadweight and making up full loads". This situation is as true today as it was then. In other words, Boston must look beyond the confines of New England for the types of cargo which its immediate hinterland does not produce or consume. We are in a vicious circle. The lack of balanced cargoes discourage ships from coming to Boston; the reduced sailings discourage shippers in our immediate hinterland from shipping through Boston; and the resulting reduced tonnages available at the Port of Boston causes further reductions in the number of ship calls.

Q. From what you have said, I gather that Boston's hinterland does not produce, in any quantity, commodities considered good bottom cargo or bulk cargo.

A. That is right. I previously indicated that bulk and bottom cargoes are super-sensitive to rate differentials and that, on account of Boston's rail rate handicap, its participation in Differential Territory foreign commerce is largely restricted to that of an overflow port or to instances where unusual circumstances prompt special treatment. Now, I am adding two additional, related facts—first, that Boston's [fol. 3021] hinterland produces no bulk, except scrap iron, and little bottom cargo for export, and second, that diversified cargoes, including all the different varieties of cargo, are an essential ingredient of any healthy port economy. It is obvious, I think that these two additional facts greatly enhance the importance to Boston of such bottom cargo as it must look to the west for, and of the port differentials which prevent such traffic from coming through Boston except under such unusual circumstances as I have previously described.

Q. You have stated that lack of balanced cargoes tends to go hand in hand with relatively unattractive steamship shipping services. Do you believe that the steamship services available at Boston reflect its difficulty in procuring balanced cargoes in any sizable volume?

A. Very definitely. I would like to draw attention to Exhibits No. —— (212) and —— (215), which I co-sponsor with Mr. Halloran. These exhibits contain computations based on Exhibits No. —— (210), —— (211), —— (213) and —— (214), respectively, also introduced by Mr. Halloran and me, which depict the quality and quantity of steamship service available at Boston for miscellaneous general cargo destined to foreign countries. The foundations for these exhibits is scheduled sailings of the various steamship lines as published in the New York Journal of Commerce under dates of, respectively, May 3 and October 3, 1956. Obviously, scheduled sailings, as published in this newspaper, or in any other, are subject to charge, but, generally speaking, those engaged in foreign trade view [fol. 3022] this publication as a reliable barometer and we believe the periods covered are representative. Exhibit No. —— (212) shows 473 scheduled calls at New York, 220 at Philadelphia, 242 at Baltimore, 175 at Hampton Roads, but only 65 at Boston. It also indicates that the nature

and extent of the steamship services available at U. S. North Atlantic Ports south of Boston enables these ports to offer more frequent and qualitatively better general cargo services to and from a larger variety of foreign ports of call, than Boston. Although Boston was a scheduled port of call for 65 of the ships dealt with, it will be observed that in 47 instances it held the schedule position which is generally the least desirable one,—that of being the first scheduled port of call to pick up overseas cargo. The elapsed time between scheduled calls at Boston and scheduled calls at other U. S. North Atlantic ports, before moving overseas, ranged up to 29 days. The showing of Exhibit No. —— (215), which is based on the October schedule, is very similar, and I believe these two sample schedules to be typical.

Q. Is the infrequency of direct sailings from Boston in liner type ships caused by the lack of traffic of such types and quantity as tends to attract steamship services?

A. I would say that the lack of attractive steamship sailings is both cause and effect of Boston's limited participation in the volume of export-import traffic moving through the North Atlantic ports. I have no doubt that we would get all the sailings—and all the good sailings—which we [fol. 3023] could reasonably use, if we had a sufficient volume of traffic to warrant it, and further, that better sailing schedules would, in and of themselves, stimulate the movement of traffic through the Port of Boston.

Q. Mr. Day, you have testified that no significant amount of Differential Territory traffic moves through the Port of Boston and that this lack of Central Territory traffic in turn depresses the volume of other-than-Differential Territory export and import traffic at Boston. Therefore, I would like you to address yourself next to the subject of total export and import movements through the North Atlantic ports. To start, would you tell us what the relative importance of the North Atlantic ports is in the nation's export and import commerce?

A. I have caused several pertinent exhibits to be prepared. The first one, No. —— (130), is entitled "United States Waterborne Imports and Exports, 1924-1955, in Net Tons of 2000 pounds"; the second, No. —— (131), is entitled "Foreign Waterborne Commerce, United States

North Atlantic Ports, 1955, in Net Tons of 2000 pounds", and the third one, No. —— (132), is a chart entitled "Distribution of U. S. Waterborne Foreign Trade Between U. S. Coastal Districts and Foreign Trade Regions, 1954-1955".

Exhibit No. —— (130) shows annual nation-wide import and export totals for the years 1924 through 1955. This information was obtained from U. S. Army Engineers publications. It shows the steady, almost five-fold growth of imports during that period, and the more irregular but also large increase in exports. The table demonstrates clearly that in the current decade our foreign commerce [fol. 3024] has reached its peak to date. The most recent year, included in Exhibit No. —— (131), 1955, is, of course, the year with the heaviest foreign commerce. In my next exhibit, No. —— (131), I show the extent to which the North Atlantic range of ports has shared in this great traffic movement. It is clear that they have taken the lion's share, over 160 million tons out of a total of 270 million. The extraordinary importance, in our foreign commerce, of the six major North Atlantic ports, Portland, Boston, New York, Philadelphia, Baltimore and Hampton Roads, is demonstrated by the fact that these ports accounted for about 157 million tons, or 65% of the total U. S. foreign commerce.

Finally, Exhibit No. —— (132), demonstrates that the Atlantic ports share in the full diversity of American commerce. They are substantial participants in trade with all foreign countries and insofar as overseas traffic is concerned, they are pre-eminent in all cases, except, as might be expected, that somewhat more Far Eastern trade moves through the Pacific than the Atlantic ports. Incidentally, this chart is in long tons, while Exhibits No. —— (130) and —— (131) show short tons. That situation accounts for the fact that the totals do not check-out. I should also point out that all Atlantic ports are included in the first bar graph. However, once again, the North Atlantic ports clearly account for the major portion of this trade. The 143.5 million long tons shown for 1955 convert to 172.2 million net tons, and we know from Exhibit No. (131) that the North Atlantic ports handle over 162 million thereof.

[fol. 3025] Q. Have you certain exhibits which deal with the extent of the participation of the individual major ports in this great flow of commerce through the North Atlantic ports as a whole, about which you have testified?

A. Yes, I have. I have a series of exhibits which detail the tonnage flow through each major North Atlantic port, as well as exhibits which break down these tonnages by commodities and by foreign country of origin and destination.

Q. All right. Let us take the first series of exhibits, that dealing with tonnages, and will you please describe these exhibits?

A. My Exhibits No. —— (140) and —— (144A) show the total annual import and export tonnages through each of the six major North Atlantic ports since 1924 based on U. S. Army Engineers reports. In addition, these exhibits segregate petroleum out of imports, and coal and coke out of exports and show the respective totals minus these segregated commodities. Both petroleum and coal and coke are, of course, commodities which move in great bulk through these ports, but do not move in significant quantities between any of these ports and Differential Territory points. Further, generally speaking, there is little, if any, competition between the major ports for these commodities.

My Exhibits Nos. —— (141), —— (142), —— (142A), —— (144), —— (145) and —— (145A), present in graph form various elements of the information contained in Exhibits No. —— (140) and —— (144A). Exhibit No. —— (141) depicts the total annual imports of each port for [fol. 3026] each of the 31 years. Exhibit No. —— (142) shows the same information except that each year's tonnage represents the total for that port after the deduction of petroleum tonnages. Exhibit No. —— (142A) is also based on the annual balances left after the elimination of petroleum tonnages, but expresses these balances as a percentage of the five-port total for each year. Exhibit No. —— (144) shows total exports in absolute amounts and No. —— (145) is based on the balances of the exports left after deduction of coal and coke tonnages. Exhibit No.

—— (145A) corresponds to Exhibit No. —— (142A) in that it expresses annual export volumes of each port as a percentage of total exports of all five ports for each year.

Q. I would like you to demonstrate, on the basis of these exhibits, the extent to which Boston's import and export trade has suffered in comparison to that of the other, differentially lower-rated ports. Please take imports first.

A. The first column of my Exhibit No. —— (140), and my Exhibit No. —— (141) as a whole, deal with total import tonnages. A look at the latter exhibit will clearly disclose the large increase in the volume of import traffic through a majority of the ports involved and in the aggregate through all ports. This exhibit shows with painful clarity that Boston has not shared proportionately in this growth. The extent to which Boston has been left behind is brought out even better in my Exhibit No. —— (142), after deductions of the petroleum tonnages, which, of course, have gone up everywhere because of the vastly [fol. 3027] increased consumption of petroleum products in the coastal areas as well as in the hinterlands adjacent to the various ports. However, it is clear that except for this obvious increase in petroleum imports, Boston has stood still in this period of vast growth by other ports. Baltimore and Philadelphia, which in 1924 started out only a little higher than Boston, by 1955 show up, respectively, with about nine and six times as much import traffic as Boston. The vast shift in relative positions in import commerce, which has taken place between Boston, Philadelphia and Baltimore in these 30 years, is pointed out perhaps even more dramatically in my Exhibit No. —— (142A), which plots each of these three ports' annual import tonnage as a percentage of the five-port aggregate tonnage. Boston is shown to have declined from its 10% participation to less than ½ of this, 4.5%. In the same period, however, Philadelphia and Baltimore have taken ever increasing shares of total imports, rising from an approximately equal base in 1924 of 16.8% and 16.3% respectively, to approximately 26% and 39% of total imports in 1955. Baltimore surpassed New York's share beginning in the period 1949-50 and has handled a greater percentage of the total

than New York ever since. Philadelphia appears now to have caught up with New York and to have passed it by.

Q. Now will you please turn to the subject of exports and to your Exhibits —— (144A) —— (144), —— (145) and —— (145A), which you have stated deal with export tonnages for each port.

A. Boston's participation in export trade is truly insignificant, as Exhibit No. —— (144A) shows, in spite of [fol. 3028] Boston's being the principal city of one of the country's great manufacturing areas.

Exhibit —— (144), depicting thirty-one years of export tonnages in graph form, shows a straight line for Boston running very close to rock bottom. It is a line which seems impervious—except during the extreme of major war—to the influences which cause ups and downs to traffic through other ports and vast fluctuations in the country's total exports. This insensitive, unbending line shows better than any words of mine could, that Boston is effectively insulated from the mainstream of America's export trade. The bulk of American exports passes Boston by; as Exhibits —— (144A) and —— (144) show, Boston in 1955 obtained only about 6% of Baltimore's and 16% of Philadelphia's export tonnage, and its own tonnage was about the same in 1955 as it had been 31 years earlier, although national export tonnage had roughly doubled in that period, as a glance at the figures in my Exhibit 130 will demonstrate.

Exhibit No. —— (145) shows that the relationship between the ports is not substantially changed after the elimination of coal and coke exports from all figures, except that it shows that the tremendous Hampton Roads exports consist of coal and coke to a very large extent.

[fol. 3029] Q. You have mentioned that you have an Exhibit —— (145A) which compares Boston, Philadelphia and Baltimore exports on the basis of the percentage which such port's tonnage represents of the total five-port tonnage in each of the 32 years covered by that exhibit. Can you discern any trends from this exhibit similar to those which No. —— (142A) demonstrated?

A. Yes, I can. The trend of the two low-rated ports,

Baltimore and Hampton Roads has been distinctly upward while the higher-rated ports have declined in relative importance. Boston's line is also on the downgrade, and its participation in exports is insignificant in any event. New York shows a sharply declining trend.

Q. Kindly go on now to your exhibits which give a commodity break-down of this port traffic.

A. All right. The Exhibits to which you refer are Nos. —— (150) and —— (151).

Q. Please explain these exhibits.

A. My exhibit No. —— (150) entitled "Total Waterborne Imports by Commodity Groupings, Calendar Years 1953-1954-1955, in Net Tons of 2000 lbs." consists of 6 pages. Although this exhibit appears self-explanatory, I would like to call attention to the totals on the last page which clearly indicate how small the movement of import traffic through the Port of Boston really is.

The companion Exhibit No. —— (151) is entitled "Total Waterborne Exports by Commodity Groupings, Calendar [fol. 3030] Years 1953-1954-1955, in Net Tons of 2000 lbs." also consists of 6 pages. It will be observed that Boston's tonnage represents such a small proportion of the whole that it is hardly worthy of mention. While Boston experienced an upward trend in the Calendar years 1954 and 1955, it is obvious from the Exhibit that Item 602, Page 4 largely accounts for it, which item discloses an unusual movement of iron and steel scrap in both years. As already mentioned, this traffic originated within Boston's switching district.

I believe these two exhibits further illustrate the results, traffic-wise—of the tremendous handicap that prevailing port differentials impose on Boston.

Q. In your opinion, is the increase in the movement of foreign commerce through ports situated south of New York, which these exhibits show, traceable to any substantial extent to the lower rail rates applicable between those ports and Differential Territory?

A. I certainly believe that to be a fact.

Q. Upon what grounds do you base that conclusion?

A. My contact with those engaged in foreign commerce

plus testimony of record in formal proceedings before regulatory authorities.

Q. Have you any particular proceedings in mind?

A. Yes. About two years ago, the American President Lines, a substantial American Flag steamship company, formerly known as the Dollar Line, which operates a round-the-world steamship service westward, going out across the Pacific and returning home across the Atlantic, peti-
[fol. 3031] tioned the Federal Maritime Board in a proceeding officially known as Docket S-51, to so amend its operating differential subsidy as to permit it to attempt to recapture some of the business it had lost to foreign flag lines serving Philadelphia, Baltimore and Hampton Roads. Evidence offered in that proceeding indicated that under this steamship line's operating agreement with the Federal Maritime Board its ports of call on the Atlantic Seaboard were restricted to Boston and New York and that the existing rate differential handicap at these ports played an important part in the steamship company's loss of traffic to foreign flag lines calling at the lower rated ports. It was alleged that these differentials were instrumental in diverting machinery, rubber goods, automobiles, caustic soda, aluminum foil, aluminum sheets, agricultural implements, tires and tubes, glassware, plate glass, stoves, canned milk, cigarettes, iron and steel, raw cotton, cotton waste, crude rubber, vermouth and wines, from the American President Lines to competitors calling at the lower rates ports. Also that the interior U. S. origins and destinations of the commodities mentioned were in Differential Territory. As the result of this proceeding, the American President Lines' differential subsidy was so amended as to permit that line to compete for this traffic by regularly calling at the Ports of Philadelphia, Baltimore and Hampton Roads.

[fol. 3032] Q. Next, I would like you to direct your attention to the subject of the comparative distances over alternative port routes from and to Differential Territory, and the applicable freight rates. Will you first, please, address yourself to the matter of distances to and through Boston as compared with other ports.

A. Yes. May I refer you to some exhibits on the matter of comparative mileages through the North Atlantic ports from and to Differential Territory. The first of these, which I have prepared, is Exhibit No. —— (160), entitled "Docket 28300 Distances Between 290 Key Points in C.F.A. Territory and U. S. North Atlantic Ports". The mileages used are an outgrowth of the Commission's investigation under Docket No. 28300 and are published in the rail carrier tariffs listed on the last page. It will be observed that Boston's rail distances are shorter than those from and to Portland, and are also shorter, generally, than from and to Hampton Roads insofar as distances from points in Michigan and Wisconsin are concerned. However, Boston's distances slightly exceed those to and from the other major North Atlantic ports dealt with. I also refer you to witness O'Halloran's exhibit No. —— (221) entitled "Table of Ocean Mileages from U. S. and Canadian North Atlantic Ports to Representative Trans-Oceanic Points". Contrary to the preceding exhibit, all distances here are in nautical miles and apply via the routes indicated on the last page. Although my previous exhibit showed that in many instances Boston had a slight rail mileage handicap compared with Philadelphia and Baltimore, to and from points in Differential Territory, this [fol. 3033] exhibit demonstrates that Boston has a substantial water distance advantage which, generally speaking, is in excess of its rail distance disadvantage. As illustrative of this point, I direct attention to Bergen, Norway, near the top of page 1. Here the nautical miles from Boston are 3242, which is equal to 3730 statute miles; from New York the nautical miles are 3416, the equivalent of 3929 statute miles; from Philadelphia, the nautical miles are 3559 or 4093 statute miles; from Baltimore, the nautical miles are 3697, the equivalent of 4252 statute miles, and from Hampton Roads, the nautical miles are 3576, or 4113 statute miles. This comparison, which favors Boston, is typical of the situation generally, in so far as movements to points in the British Isles, Europe, Africa, points reached through the Suez Canal or around the Cape of Good Hope, and most of the East Coast of South America are con-

cerned. A portion of page two of this exhibit discloses that to points in Central America, the Caribbean and on the northeastern coast of South America, as well as to all destinations reached through the Panama Canal, Boston has a water distance disadvantage.

Q. Do you have any maps which show the geographic relationships which account for these water distance differences between the North Atlantic ports?

A. Yes. To picture this water distance situation more clearly, we have five supplemental exhibits in map form, Nos. —— (222) through —— (226). I would like to leave any technical questions concerning the routings and construction of mileages in these exhibits to the co-sponsor, [fol. 3034] our witness, Mr. O'Halloran, but a glance at them at this point in my testimony may help to clarify the geographic reasons for Boston's ocean distance advantage from and to so many major overseas ports.

Q. I take it that, since Exhibit No. —— (160) is in statute miles and Exhibit No. —— (221) is in nautical miles, one can't just add the distances in the two exhibits to obtain through distances?

A. No. However, my next exhibit, No. —— (161), entitled "Aggregate Rail-Ocean Mileages Between Typical Central Territory Points in the U. S. and Typical Trans-Oceanic Ports", shows, in each instance, the through rail-ocean distances, in land or statute miles. These distances were arrived at by converting all nautical miles, formerly used for water distances, to statute miles and adding the result to the rail distances. A comparison of the through statute miles from points in Differential Territory to the foreign ports dealt with, discloses clearly that via Boston there is a substantial overall distance advantage to and from all ports in the British Isles, Europe, Africa and points reached through the Suez Canal and around the Cape of Good Hope, with a lesser advantage in favor of Boston to most points on the East Coast of South America.

Q. Is a through-distance advantage, such as you have described, of significance to you as a traffic man?

A. The through-distance advantage of Boston means two things to me as a traffic man; first, that Boston should

logically be a substantial participant in foreign commerce from and to Differential Territory, and, second, that it [fol. 3035] would get a fair share of that traffic if its rail rate disadvantage were removed.

Q. Let me revert to the subject of rail distances. Are the rail distances from Differential Territory to Boston longer than to all other North Atlantic ports?

A. Certainly not. I have already alluded to the fact that distances between Portland, Me. and Differential Territory points are invariably greater than Boston distances from and to the same points. Similarly, you will recall, distances between Differential Territory points and Norfolk are, in many cases, greater than between Boston and the same Differential Territory points. Finally, the distances from and to all the Canadian ports north of Portland are even greater than Portland distances, and therefore much greater than Boston distances.

Q. Do you have any exhibits which support this statement?

A. Yes. These facts appear clearly from review of my Exhibit No. —— (160), which I have previously referred to, as well as from Exhibit No. —— (162), which is a statement of class rates and distances between 105 Base Points in differential territory and North Atlantic ports. The first column of figures in this latter exhibit also shows the published short-line distance between each base point and each port dealt with.

Q. This Exhibit No. —— (162) shows rates in addition to mileages. Are the rates applicable to these points, which have greater rail distances from and to Differential Territory than Boston, higher or lower than Boston rates?

[fol. 3036] A. No Atlantic port, whether farther or nearer than Boston to Differential Territory, has higher import or export rates than Boston, and most have substantially lower rates than Boston from and to Differential Territory. Moreover, the mileage differences from and to Differential Territory between ports enjoying equal rates on a level lower than Boston's, are tremendous. In fact, they are much greater, in many cases, then the mileage difference between Boston and Baltimore, from and Differential Territory.

Q. While I do not want to belabor this general subject of disregard of mileage differences in rate making, for it will also be dealt with by Mr. Brooks, our rate witness, I would like you to give us some specific examples of these situations, on the basis of your knowledge.

A. Well, the second set of figures in Exhibit No. —— (162); under the subheading "Import", shows the prevailing class rates applicable to import traffic. It will be observed that these rates reflect rate parity on the part of the ports of Halifax, St. John, Quebec, Montreal and Portland, on Differential Territory traffic, irrespective of distance differences among these ports which range up to 753 miles. These import class rates are generally on the same basis as that applicable from Baltimore, although in some instances rail mileages from these ports exceed the equivalent Baltimore distances by more than 900 miles. Only the import class rates to Detroit, Michigan, are an exception to the general parity rule which I have just discussed.

[fol. 3037] Please observe that, while Boston's import class rates are on a much higher level, its short-line rail distance to the Differential Territory base points dealt with, is shorter in most instances than from these ports which enjoy lower import class rates. As illustrative, to Ann Arbor, Michigan, which appears on Page 1, the rail distance from Halifax is 1345 miles, from St. John 1068 miles, from Quebec 761 miles, from Montreal 594 miles, from Portland 815 miles, from Baltimore 593 miles and from Norfolk 785 miles; yet, in every instance, the published first, second, third, fourth, fifth and sixth class import rates are identical. On the other hand, while the distance from Boston to Ann Arbor is but 743 miles, which represents an advantage of 602 miles compared with Halifax, 325 miles compared with St. John, 18 miles compared with Quebec, 72 miles compared with Portland and 42 miles compared with Norfolk, Boston's import class rates range from 10¢ first class to 3¢ sixth class above those applicable from these more distant ports. To state it simply, the distance to Ann Arbor from Halifax is 752 miles greater than from Baltimore, while the Boston distance is only 150 miles above Baltimore's, yet Halifax enjoys the same im-

port rates as Baltimore and Boston has a differential above Baltimore.

The next set of figures in Exhibit No. —— (162) under the subheading "Export" indicates that the published export class rates reflect uniformity as to Halifax, St. John, Quebec, Portland, Boston and New York, irrespective of distance advantages or disadvantages which range up to 751 miles. The export class rates applicable to Montreal [fol. 3038] and Philadelphia reflect parity and are on a lower basis irrespective of substantial distance differences. A still lower basis of export class rates applies to Baltimore, and in most instances differences which run as high as 200 miles.

It will be observed that, throughout this exhibit, the import class rates from the Port of Boston are shown via Canadian differential routes wherever such rates exist, as well as via standard lines. These Canadian differential rates are arrived at by deducting the following fixed differentials from the standard line rates in effect from Boston: 5¢ first class, 4¢ second class, 3¢ third and fourth class, 2¢ fifth class and 1¢ sixth class. Usage of these all-rail differential routes through Canada to the sections of the U. S. where they apply, results in a scale of class rates bearing the following relationship to Baltimore's standard line import class rates: 3¢ over Baltimore class one, 4¢ over Baltimore class two, parity with Baltimore in class three and class four, 1¢ over Baltimore in class five and 2¢ over Baltimore in class six. This compares with the standard line differential, Boston over Baltimore, of 8¢ for first and second class, and 3¢ for all other classes.

In examining the import rates in this exhibit, one finds instances where the rates from the Canadian ports of Halifax, St. John, Quebec, Montreal and Portland are even somewhat lower than from Baltimore. As illustrative, Page 1 of the exhibit shows that the first class rate from Canadian ports to Alpena, Michigan is $3.45 as compared with $3.52 from Baltimore. I direct attention to this because of [fol. 3038a] my previous statement that the rates from all of these ports were on the Baltimore basis. The reason for this discrepancy is that port relationships have been

distorted by the several *Ex Parte* percentage increases. While the rates from the U. S. ports have been so corrected as to restore the North Atlantic port differential relationship, at least at the Ex Parte 168 level, effective February 1, 1952, the rates from Canadian ports as published in Agent Watson's Tariff I.C.C. 100 are still subject to all effective post-World War II *Ex Parte* percentage increases.

Q. From what you have said, it appears that parity rates among ports are common. Is that correct?

A. That is an understatement. I would say that the existing situation among the major U. S. North Atlantic ports, which has so far prevented Boston from having parity of rail rates with its close competitors in the same range of ports, is almost unique. Parity on import and export rates exists between Gulf and South Atlantic ports on the one hand, and points in Differential Territory and Western Trunkline Territory on the other hand; between all Pacific Coast ports, on the one hand, and roughly all points east of Denver, Colo. on the other hand; between all U. S. North Atlantic ports—Hampton Roads, Va. to *Portland, Me.—on the one hand, and the area around Buffalo, N. Y., on the other hand; between those same U. S. [fol. 3039] North Atlantic ports, plus the Canadian Atlantic ports of St. John, Halifax and Quebec, on the one hand, and that part of eastern Canada roughly bordered by Toronto, Ont. on the east, the Great Lakes on the south and Windsor, Sarnia and West Fort William on the west, on the other hand; between all U. S. North Atlantic ports, except Hampton Roads, and the Canadian ports previously mentioned, on the one hand, and all interior points in Canada roughly east of Toronto and west of a line drawn north and south through Megantic, Que. (at the Maine State line), on the other hand; also from the Atlantic ports of Baltimore, Hampton Roads, Portland, St. John, Halifax and Montreal to substantially all points in Differential Territory on import traffic as well as to the ports of Baltimore

---

*Parity Import Rates not published from Portland, Me. to Buffalo area.

and Hampton Roads on export traffic from substantially all of Differential Territory.

Q. I believe you have a map which illustrates the confines of these port parity territories.

A. The limits of these parity territories are defined on a map of the U. S. and Southern Canada, which is entitled "Map Illustrating Extent of U. S. and Canadian Interior Territories Enjoying Parity of Import and Export Railroad Rates via Atlantic, Gulf and Pacific Coast Ports". This map exhibit is No. —— (163). It is evident, in looking over the map, that once one goes beyond the natural hinterland territory of the coastal ports, parity of rates between the interior and the several ports in a range becomes a regular thing. Parity of export and import rates from and to the mid-western area with which we are here concerned prevails generally via Pacific Coast ports, via [fol: 3040] Gulf ports and via South Atlantic ports. The differential structure here at issue is the one important exception to the general port parity rule.

Q. Before leaving your Exhibit No. —— (163), I direct attention to that portion of your testimony indicating that parity of export and import rates exists between the various North Atlantic ports and that section of Canada bordered by Toronto on the east, the Great Lakes on the South and Windsor, Sarnia and West Fort William on the west. Is not Windsor, Ont. situated on the east bank of the Detroit River and directly opposite Detroit, Mich., which is situated on the west bank of the same river?

A. That is correct.

Q. How is freight traffic interchanged between these two cities?

A. By tunnel and car ferry.

Q. You have indicated that parity of import and export rates exists between Windsor and all North Atlantic ports. Does the same situation prevail to and from Detroit?

A. It does not.

Q. What rates apply to and from Detroit?

A. Page 10 of my Exhibit No. —— (162) discloses that uniform import class rates apply to Detroit from Halifax, St. John, Quebec, Montreal and Portland, Me., which are 17¢ per 100 lbs., first class, lower than the corresponding

rates from Boston; that the first class rates from Baltimore and Norfolk are 10¢ below Boston; and that the first class rate from Philadelphia is 8¢ below Boston. As to the export rates, this exhibit shows uniform first class rates apply to Halifax, St. John, Quebec, Portland, Boston and New [fol. 3041] York, that the rates to Montreal and Philadelphia are 3¢ lower, first class, than to Boston and that the first class rates to Baltimore and Norfolk are 4¢ lower than to Boston. Yet Detroit traffic from and to the North Atlantic ports may, and some of it does, move across the river and through the parity territory which I have previously described.

Q. Will you state whether or not a like situation prevails between Sarnia on the lower east bank of Lake Huron and Port Huron on the lowest west bank of Lake Huron?

A. Yes, it does.

Q. Mr. Day, you have dealt with the export and import class rates in effect between Differential Territory points and various North Atlantic ports; what have you to say as to commodity rates?

A. I have two exhibits dealing with this situation. Exhibit No. —— (165) is a statement of eastbound commodity rates (other than grain) applicable to export traffic moving from stations in Differential Territory to the ports of Boston and Baltimore, and Exhibit No. —— (166) is a statement of westbound commodity rates applicable to import traffic moving from the North Atlantic ports of Boston and Baltimore to stations in Differential Territory. Except as otherwise indicated, rates shown in these exhibits are on the *Ex Parte* 196 level.

Q. Do the rates shown in these exhibits as applicable to and from Boston actually move any traffic?

A. I have already testified that the movement of export [fol. 3042] and import traffic through Boston to and from Differential Territory is insignificant except for export grain, and consequently there would be little, if any, movement under these commodity rates. In other words, they are of the paper variety. Export and import commodity rates, generally speaking, are first advocated by a particular railroad on a particular commodity to a particular port, if and when the carrier sees an opportunity to participate

in what it considers desirable traffic. It is customary, under such circumstances, for the standard lines serving other ports so to amend the proposal as to insure that the ports they serve will have rates on the same commodity on the prevailing port relationship basis. In other words, if the rate of $1.00 is proposed to and from Baltimore, the proposal would normally have been amended to include a $1.03 rate to or from Boston. However, I know from experience that, by reason of the differential handicap, such higher commodity rates normally do not move traffic, and consequently rates so arrived at are generally of the paper variety insofar as Boston is concerned.

Q. You have referred to many examples of port parity. One, involving Differential Territory traffic, pertained to parity among the Gulf and South Atlantic ports. What is the extent of the mileage disregard involved in that parity situation?

A. I refer you to my Exhibit No. —— (170) which is a statement of class rates and distances between key points in Differential Territory and Wilmington, N. C., Charleston, S. C., Savannnah, Ga., Jacksonville, Fla., Mobile, Ala., [fol. 3043] New Orleans, La. and Houston, Tex. This exhibit shows rail distances as well as the import and export class rates. At the outset, I direct attention to the notes on Page 7 which indicate that frequently, in the case of these rates, a different rate level applies depending on whether or not the shipment is ultimately destined to points in Europe, Africa, or on the East Coast of South America, in the case of exports, or originates in Europe or Africa, in the case of imports. Whatever the rate level, however, it is clear from this exhibit that parity prevails in all instances among the various South Atlantic ports listed, and also among the Gulf ports listed, and that in most cases parity also prevails between the two ranges of ports, Gulf and South Atlantic. This widespread parity involves very substantial mileage disregard. For example, the distance between Cincinnati and Houston is shown to be 1035 miles, while that between Cincinnati and Charleston, S.C. is only 704 miles. Here we have parity rates in spite of a distance difference of 331 miles. In the case of

Effingham, Ill., the same rates prevail to and from Wilmington, N.C. as prevail to and from Mobile, Ala., even though Wilmington is 300 miles farther from Effingham than Mobile. From and to Litchfield, Ill., the same comparison shows disregard of a 329 mile distance difference with parity rates. Similar showings could be made with respect to many other points in Territory B.

Q. You have mentioned Territory B. Will you define what that territory includes?

[fol. 3044] A. Yes. Territory B is that section of Central Freight Association Territory which is situated west of the line running from Cincinnati through Indianapolis to Chicago, which line appears in the map Exhibit No. —— (163) to which I have previously made reference.

Q. Mr. Day, you have just told us about the internal mileage disregard inherent in the parity rate structure which applies to import and export rates applicable from and to Gulf and South Atlantic ports, on Territory D traffic. Is that rate structure related in any way to the Differential Territory rates to and from the North Atlantic ports, and if so, how do rail distances and rail-water through distances by way of the Gulf and South Atlantic ports compare with the distances to and through North Atlantic ports?

A. They are related. I would like to deal with the matter of rail distances first. My Exhibit No. —— (171) is entitled "I.C.C. Docket 28300 Short Line Mileages Baltimore, Md., Boston, Mass. and typical South Atlantic and Gulf of Mexico Ports to Points in Territory B". It covers distances from and to 125 key points in Differential Territory, and it deals exclusively with rail mileages. Study of this exhibit discloses that with very few exceptions, all the rail distances are greater than to Baltimore, and in many instances, greater than to Boston. My count shows that in 45 instances the rail distance to Boston is less than to Wilmington, in 36 instances less than to Charleston, in 12 instances less than to Savannah, in 49 instances less than to Jacksonville, in 11 instances less than to Mobile, in 15 instances less than to New Orleans and in 35 instances less than to Houston. These distance differences in favor

[fol. 3045] of Boston range from a few miles all the way up to 464 miles.

Exhibit No. —— (172) entitled "Table of Ocean Mileages from South Atlantic and Gulf Ports to Representative Trans-Oceanic Points", shows the nautical miles between the ports dealt with, and the authority therefor as well as the routes via which they apply.

Finally, Exhibit No. —— (173), entitled "Aggregate Rail-Ocean Mileages Between Typical Interior Points in the U. S. and Typical Trans-Oceanic Ports via Typical South Atlantic and Gulf Ports, shows the aggregate rail-ocean distances in statute miles. These distances were arrived at by converting the port-to-port nautical miles, dealt with in the preceding exhibit, to statute miles and adding the result to the rail miles between the various South Atlantic and Gulf ports and the interior key points dealt with. A comparison of the aggregate rail-water statute miles so arrived at, with those I have already shown applicable via North Atlantic ports to points in the British Isles, Europe, Africa and the East Coast of South America, show startling through distance differences. As illustrative of this point, the aggregate statute miles from Milwaukee, Wis. via Boston to Bergen, Norway are 4682, as compared with 5410 via Wilmington, 5476 via Charleston, 5568 via Savannah, 5724 via Jacksonville, 6488 via Mobile and 6995 via Houston. These aggregate mileages disclose a minimum distance advantage of 728 miles via Boston as compared with Wilmington, and a maximum through distance advantage of 2313 miles via Boston as compared with Houston.

[fol. 3046] Q. Now, how are these rail distance advantages in favor of Boston, as well as these through-distance advantages, reflected in the rate structure?

A. Boston has a substantial rate disadvantage in spite of its distance advantages.

Q. Could you illustrate this rate disadvantage of Boston by an example?

A. Yes. Taking Chicago, Ill., as an illustration and using my Exhibits Nos. —— (162) and —— (170) for rate information, it will be found that the import class rates from

Boston to Chicago range from $3.47 first class to 96¢ sixth class, whereas the import rates applicable from the South Atlantic and Gulf ports, in the case of traffic not originating in Europe or Africa, range from $3.36 first class to 92¢ sixth class. These latter rates are on a parity with those applicable to import traffic moving from the North Atlantic ports of Halifax, St. John, Quebec, Montreal, Portland, Baltimore and Norfolk to Chicago. On Import traffic from European and African origins, the rail rates from South Atlantic and Gulf ports to Chicago are even lower, ranging from $3.24 first class to 89¢ sixth class. A similar picture presents itself in the case of exports. Boston's export rates from Chicago are unsurpassed as to amount by any port even remotely in a competitive location. They range from $3.40 first class to 96¢ sixth class. Philadelphia and Montreal rates are on a level generally 2¢ per cwt. below the Boston rates. Baltimore and Norfolk export rates average 2¢ per cwt. under Philadelphia and Montreal and 4¢ [fol. 3047] per cwt. under Boston. The rail export rates applicable from Chicago to South Atlantic and Gulf ports range from $3.36 first class to 92¢ sixth class, the Baltimore base, when the export traffic is destined to points other than in Europe, Africa or on the East Coast of South America, and they range from $3.18 first class to 89¢ sixth class when the traffic is destined to points either in Europe, Africa or on the East Coast of South America. This means that a Chicago shipper using a South Atlantic or Gulf Port instead of Boston for a shipment to Europe is able to effect a saving in his rail transportation charges ranging from 22¢ a cwt. first class to 7¢ a cwt. sixth class. Yet, the rail distances between Chicago and 7 of the 9 Gulf and South Atlantic ports, which enjoy so much lower rates than Boston, are greater than the rail distance between Chicago and Boston, and Boston's rail-water through distances, to Europe for example, are vastly more favorable than through the other ports.

Q. Are short-line distances an important factor to a traffic man in routing his shipments?

A. Generally speaking, no. From the traffic man's point of view, short-line distances don't mean very much. We are

concerned with distances only in so far as they affect time in transit. In fact, we know that goods commonly move over routes substantially longer than those on which the Docket No. 28300 mileages are based. Moreover, freight train travel times vary very greatly. In the case of some shipments, the time element is important. In such cases, we know that we cannot rely on short-line distance com- [fol. 3048] parisons to disclose the quickest routing. Time in transit and short-line distance are often not directly related. Thus, from traffic manager's viewpoint, the length of the actual routing and the speed of the service available tend to be more important than the short-line distances.

Q. Is efficiency of a port of any importance to traffic men in choosing a routing?

A. Cost is usually the predominant criterion. Given equal cost, however, efficiency takes on great importance.

Q. What factors are generally used by traffic men in the measurement of a port's efficiency?

A. Speed of handling, ease of handling and care of handling.

Q. Is Boston considered an efficient port from a traffic man's point of view?

A. Generally speaking, I believe it to be so considered by traffic men familiar with the port. Further, the heavy use of Boston in war time, in my opinion confirms the fact that Boston is an efficient port which traffic men like to use, absent a rate disadvantage.

Q. You have indicated that in many instances the through distances between points in differential territory and points in foreign countries are much shorter via Boston than via ports south of Boston. Does this distance advantage influence the speed of traffic from points of origin to points of destination?

A. Not necessarily. Where speed is an essential element, [fol. 3049] the interest of the average traffic man centers around the overall performance of all media of transport employed; and if, as in the case of Boston, a lack of bottom cargo forces many of the ships serving the port to call elsewhere to complete their loads before clearing for overseas ports, then obviously Boston's distance advantage ceases to be an asset.

Q. Will you state whether or not, in your opinion, this difficulty would be overcome if Boston's rail rates were on a parity with Baltimore's?

A. I feel confident that with the rate parity here sought, Boston could attract sufficient cargo to improve the quality and quantity of prevailing steamship services at Boston.

Q. Assuming that your prediction is correct, what, in your opinion, would be the effect of such a development on other North Atlantic ports?

A. I think such parity rates would result in a more equitable distribution of traffic among the major North Atlantic ports. It would enable Boston to be competitive with Baltimore, but equal rates would give neither port an unfair advantage over the other. Baltimore and Philadelphia are well established in the trade channels with Differential Territory and now enjoy a more favorable position than Boston on the sailing schedules. This gives these ports a decided head start over Boston, and even with competitive rates it will, in my opinion, take top-notch salesmanship on the part of Boston interests to break into this market. In view [fol. 3050] of these circumstances, as well as the strength of Baltimore's and Philadelphia's immediate hinterlands as traffic generators, and the constant expansion of our country's foreign commerce, I cannot visualize any circumstances under which parity rates could seriously undermine the standing of Philadelphia or Baltimore as important trans-shipment points of foreign trade.

VERIFICATION

William H. Day, being first duly sworn, on oath deposes and says: that he is the person who made the foregoing statement and accompanying exhibits; that he has read the same and that the statements therein contained are true and correct to the best of his knowledge, information and belief.

/s/ William H. Day

William H. Day

Subscribed in my presence, and sworn to before me, by the affiant above named, this 20th day of June 1957.

/s/ Helen Ann Smith

Helen Ann Smith
Notary Public, Commonwealth of Massachusetts
My Commission Expires June 4, 1959.

(Notarial Seal)

ICC DOCKET I&S 6615

WITNESS DAY

EXHIBIT _____

DESTINATION TERRITORY OF GENERAL CARGO MOVED BY RAIL CARRIERS FROM THE PORT OF BOSTON

DURING THE YEAR BEGINNING AUGUST 1, 1955 AND ENDING JULY 31, 1956

Rail Carrier	Number of Cars Handled	To Points East of Buffalo and Pittsburgh	To Buffalo, Pittsburgh and Points West thereof in C.F.A. and W.T.L. Territories	To Points in Canada
Boston and Maine	6153	5602 or 91%	238 or 3.9%	313 or 5.1%
New Haven	2375	1606 or 67%	286 or 12%	483 or 20%
New York Central	1612	1394 or 86.4%	156 or 9.6%	63 or 3.9%
TOTAL	10140	8602 or 84.8%	680 or 6.7%	859 or 8.4%

3es7

AUTHORITY - Local Records
Boston & Maine, New Haven
and New York Central Railroads

ICC DOCKET I&S 6615

WITNESS DAY

EXHIBIT _____

ORIGIN TERRITORY OF GENERAL CARGO (EXCLUSIVE OF GRAIN)

MOVED BY RAIL CARRIERS TO THE PORT OF BOSTON FOR EXPORT

BETWEEN AUGUST 1, 1955 AND JULY 31, 1956

Rail Carriers	Number of Cars Moved	From Points East of Buffalo and Pittsburgh	From Buffalo, Pittsburgh and Points West Thereof	From Points in Canada
Boston and Maine	3712	3690 or 99.4%	9 or .3%	10 or .3%
New Haven	1754	1727 or 98.4%	8 or .45%	19 or 1.08%
New York Central	1247	1099 or 88.1%	76 or .6%	72 or 5.7%
TOTAL	6713	6516 or 97%	93 or 1.3%	101 or 1.5%

3052

AUTHORITY - Local Records
Boston & Maine, New Haven
and New York Central Railroads

113
ICC DOCKET I&S 6615
WITNESS DAY
EXHIBIT

STATEMENT OF BOSTON'S IMPORTS 1946 TO AND INCLUDING 1955, IN NET TONS, SO BROKEN DOWN AS TO SEGREGATE SHIPLOAD LOTS FROM MISCELLANEOUS GENERAL CARGO

ar	Total Imports	Petroleum	Sugar	Gypsum	Lumber and Logs	Iron Ore and Concentrates	Misc. General Cargo
46	2,819,722	1,782,286	304,735	117,540	19,431	8,976	586,954
47	3,252,695	1,851,324	462,093	125,305	7,041	73,715	733,217
48	2,833,989	1,347,111	500,685	137,743	14,067	87,792	746,591
49	3,448,810	2,174,076	394,080	Reported under Non-Metallic Minerals	59,276	82,248	739,130
50	5,299,222	3,433,267	398,028	212,845	139,944	26,072	1,089,066
51	5,100,926	3,310,509	404,419	215,091	35,510	145,071	999,326
52	4,849,735	3,393,699	410,530	189,974	25,575	65,299	764,658
53	4,756,747	3,068,785	430,076	205,336	84,184	56,267	912,099
54	4,486,060	3,074,523	367,614	216,342	72,609	66,752	688,220
55	5,135,873	3,457,191	377,289	250,749	55,212	258,256	737,176

3053

HORITY - Office Records
Port of Boston Commission

160

I.C.C. Docket I&S 6615
WITNESS _____
EXHIBIT NO. _____

Docket 28,300 Distances Between 290 Key Points in C.F.A. Territory and U.S. North Atlantic Ports.

Tariff Authorities: See page 10.

3054

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
1.	Adrian, Mich.	772	580	627	690	765	837
2.	Akron, Mich.	894	687	689	683	754	826
3.	Akron, Ohio	621	429	475	550	683	755
4.	Alba, Mich.	1013	815	817	811	882	954
5.	Alliance, Ohio	588	396	443	519	673	745
6.	Alma, Mich.	885	693	726	720	792	864
7.	Alpena, Mich.	991	793	795	789	861	933
8.	Ann Arbor, Mich.	785	593	640	668	743	815
9.	Appleton, Wisc.	1097	914	931	925	996	1068
10.	Ashley, Mich.	868	676	713	707	778	840
11.	Ashtabula, Ohio	628	429	450	513	598	670
12.	Athens, Ohio	559	403	487	567	794	895
13.	Aurora, Ill.	941	800	847	934	1009	1082
14.	Bad Axe, Mich.	881	666	668	662	733	805
15.	Barry, Ill.	1057	942	1015	1091	1207	1279
16.	Barstow, Ill.	1051	918	965	1041	1127	1199
17.	Battle Creek, Mich.	852	660	707	751	822	894
18.	Bellaire, Mich.	1037	839	841	835	906	978
19.	Bellefontaine, Ohio	684	532	598	674	792	864
20.	Bens Run, W. Va.	554	363	447	527	754	851
21.	Benton Harbor, Mich.	891	718	765	833	906	978
22.	Blanchester, Ohio	642	521	605	685	866	938
23.	Bloomington, Ill.	931	815	881	957	1056	1128
24.	Bloomington, Ind.	799	699	772	848	988	1060
25.	Bluffton, Ind.	768	625	677	753	854	926

3055

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
26.	Boyne City, Mich.	1030	832	834	828	899	971
27.	Bristolville, Ohio	595	403	449	525	632	704
28.	Brooklyn, Wisc.	1044	897	944	960	1032	1104
29.	Burlington, Iowa	1061	942	998	1074	1168	1214
30.	Cadillac, Mich.	967	775	787	781	852	924
31.	Cairo, Ill.	955	907	991	1071	1210	1282
32.	Cannelton, Ind.	837	777	861	941	1099	1171
33.	Canton, Ohio	605	413	460	536	691	763
34.	Carmi, Ill.	880	804	888	968	1107	1179
35.	Carthage, Ill.	1075	959	1023	1099	1194	1266
36.	Cato, Ind.	840	775	859	939	1090	1162
37.	Celina, Ohio	728	581	647	723	826	898
38.	Centralia, Ill.	934	841	916	992	1126	1198
39.	Champaign, Ill.	883	768	837	913	1027	1099
40.	Charlotte, Mich.	846	654	701	725	797	869
41.	Cheboygan, Mich.	1053	856	858	852	923	995
42.	Chicago Ill.	914	767	814	890	973	1045
43.	Chillicothe, Ohio	588	464	548	638	838	910
44.	Clyman Jct., Wisc.	1041	876	923	926	998	1070
45.	Cincinnati, Ohio	656	560	644	724	891	963
46.	Circleville, Ohio	608	469	553	633	818	890
47.	Clare, Mich.	919	727	738	732	804	876
48.	Cleveland, Ohio	696	444	490	562	652	724
49.	Clifford, Mich.	861	646	648	642	713	785
50.	Clinton, Iowa	1039	903	950	1028	1111	1183
51.	Columbus, Ind.	745	648	732	812	952	1024
52.	Corry, Pa.	604	388	403	455	563	635
53.	Columbus, Ohio	632	479	545	621	790	862
54.	Coshocton, Ohio	621	429	476	552	745	817
55.	Crawfordsville, Ind.	810	694	766	842	963	1035

3e 52

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
56.	Davenport, Ia.	1051	919	965	1041	1128	1199
57.	Dayton, Ohio	665	541	614	690	836	908
58.	Danville, Ill.	851	735	803	879	994	1066
59.	Decatur, Ill.	918	803	876	952	1068	1140
60.	De Kalb, Ill.	966	825	872	948	1031	1103
61.	Delaware, Ohio	656	503	569	645	766	836
62.	Detroit, Mich.	796	604	637	631	706	778
63.	Dixon, Ill.	1005	864	911	987	1070	1142
64.	Dodgeville, Wisc.	1025	941	988	1007	1079	1151
65.	Dubuque, Iowa	1084	939	986	1061	1133	1305
66.	Dundas, Ohio	554	430	514	594	821	921
67.	Dunkirk, N. Y.	614	399	407	437	512	584
68.	Durand, Mich.	836	622	680	674	746	818
69.	E. Burlington, Ill.	1061	942	998	1074	1168	1241
70.	E. Clinton, Ill.	1039	903	950	1028	1111	1183
71.	E. Dubuque, Ill.	1084	939	986	1061	1133	1305
72.	E. Ft. Madison, Ill.	1075	959	1023	1099	1194	1266
73.	E. Louisiana, Ill.	1042	927	1000	1076	1191	1263
74.	E. St. Louis, Ill.	990	891	964	1040	1174	1246
75.	Edgewood, Ill.	920	805	878	954	1098	1160
76.	Eldorado, Ill.	906	830	914	994	1133	1205
77.	Elkhorn, Wisc.	999	852	899	929	1001	1073
78.	Erie, Pa.	642	426	441	493	558	630
79.	Evansville, Ind.	846	787	871	951	1102	1174
80.	Fairmount, Pa.	553	361	383	449	653	725
81.	Falmouth, Mich.	991	799	810	804	876	948
82.	Ferdinand, Ind.	800	740	824	904	1062	1134
83.	Flint, Mich.	842	650	663	657	729	801
84.	Flushing, Ohio	591	400	452	528	755	828
85.	Fond du Lac, Wisc.	1062	894	941	944	1016	1088

(3057)

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
86.	Forman, Ill.	915	877	931	1041	1179	1251
87.	Fort Madison, Iowa	1075	959	1023	1099	1194	1266
88.	Fort Wayne, Ind.	778	621	668	744	839	911
89.	Foxburg, Pa.	567	364	384	447	639	711
90.	Frankfort, Mich.	1032	840	851	845	917	989
91.	Freeport, Ill.	1022	878	925	996	1067	1139
92.	Galena, Ill.	1084	939	986	1061	1133	1205
93.	Galesburg, Ill.	1020	901	954	1030	1125	1197
94.	Gallipolis, Ohio	518	452	536	616	843	944
95.	Galva, Ill.	1016	896	943	1019	1105	1177
96.	Gibson City, Ill.	909	780	846	922	1025	1097
97.	Gladstone, Ill.	1061	942	998	1074	1168	1241
98.	Grand Jct. Mich.	899	712	759	803	874	946
99.	Grand Rapids, Mich.	905	713	760	767	838	910
100.	Granville, Wis.	999	831	878	881	953	1025
101.	Grayling, Mich.	980	782	784	778	849	921
102.	Green Bay, Wis.	1101	909	926	920	991	1063
103.	Greencastle, Ind.	805	689	762	838	972	1044
104.	Greensburg, Ind.	719	623	707	787	929	1001
105.	Greenville, Mich.	903	711	753	747	819	891
106.	Harrisville, Mich.	959	761	763	757	829	901
107.	Hart, Mich.	984	792	839	842	913	985
108.	Harvard, Ill.	977	830	877	953	1030	1102
109.	Hibbard, Ind.	837	688	735	811	906	978
110.	Holland, Mich.	918	731	778	792	864	936
111.	Holly, Mich.	825	633	675	669	741	813
112.	Howard City, Mich.	923	731	769	763	834	906
113.	Howell, Mich.	813	621	668	686	761	833
114.	Huntingburg, Ind.	800	740	824	904	1062	1134
115.	Indianapolis, Ind.	766	650	723	799	934	1006

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N Y.	BOSTON MASS.	PORTLAND ME.
116.	Ionia, Mich.	884	692	737	731	803	875
117.	Jackson, Mich.	811	619	666	707	782	854
118.	Jacksonville, Ill.	990	874	947	1024	1139	1212
119.	Jamestown, Pa.	595	395	416	479	613	685
120.	Jamestown, N. Y.	601	386	394	432	543	615
121.	Janesville, Wisc.	1005	858	905	953	1023	1095
122.	Jefferson Jct., Wisc.	1041	876	923	926	998	1070
123.	Jerseyville, Ill.	1023	908	981	1057	1172	1244
124.	Jewett, Ohio	569	377	424	500	727	801
125.	Jonesboro, Ill.	990	914	998	1078	1214	1286
126.	Jonesville, Mich.	810	618	665	726	801	873
127.	Kalamazoo, Mich.	870	683	730	774	845	917
128.	Kankakee, Ill.	899	768	815	891	986	1058
129.	Keithsburg, Ill.	1061	942	998	1074	1168	1241
130.	Kenova, W. Va.	511	486	578	659	886	987
131.	Keokuk, Iowa	1075	959	1023	1099	1194	1266
132.	Kewaunee, Wisc.	1066	874	891	866	956	1028
133.	Killbuck, Ohio	649	457	504	580	737	809
134.	Knightstown, Ind.	741	616	690	766	906	978
135.	Kouts, Ind.	863	725	772	848	939	1011
136.	La Fayette, Ind.	828	699	765	841	948	1020
137.	Lancaster, Ohio	601	448	532	612	818	890
138.	Lansing, Mich.	846	654	701	707	778	850
139.	Lapeer, Mich.	852	641	643	637	709	781
140.	La Rocque, Mich.	1020	822	824	818	890	962
141.	La Salle, Ill.	968	835	882	958	1044	1116
142.	Latty, Ohio	761	592	639	715	810	882
143.	Lawrenceburg, Ind.	679	582	666	746	913	985
144.	Lectonia, Ohio	568	376	423	499	670	742
145.	Lima, Ohio	719	566	618	694	795	867

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
146.	Lincoln, Ill	946	830	898	974	1086	1158
147.	Litchfield, Ill.	973	857	930	1006	1129	1201
148.	Linesville, Pa.	608	407	428	491	600	672
149.	Liverpool, W Va.	572	418	502	582	809	910
150.	Logansport, Ind.	806	677	740	816	911	983
151.	Lore City, Ohio	594	402	465	541	768	840
152.	Louisiana, Mo.	1042	927	1000	1076	1191	1263
153.	Louisville, Ky.	727	670	754	834	1001	1073
154.	Lowell, Mich.	896	704	751	777	818	890
155.	Ludington, Mich.	1001	809	826	820	891	963
156.	Mc Comb, Ohio	729	551	598	674	769	841
157.	Mackinaw City, Mich.	1070	872	874	868	929	1011
158.	Madison, Ind.	753	656	719	795	978	1050
159.	Madison, Wisc.	1044	897	944	960	1032	1104
160.	Manitowac, Wisc.	1063	871	888	882	953	1025
161.	Manistee, Mich.	1011	819	835	879	901	973
162.	Manistique, Mich.	1132	940	951	945	1017	1089
163.	Mansfield, Ohio	677	485	532	608	731	803
164.	Marblehead, Ohio	703	511	557	628	719	791
165.	Marietta, Ohio	572	380	464	544	673	745
166.	Marinette, Wisc.	1112	920	931	925	997	1069
167.	Marion, Ill.	945	872	956	1036	1175	1247
168.	Marion, Ind.	766	637	702	778	884	956
169.	Marion, Ohio	677	522	569	645	753	825
170.	Mattoon, Ill.	894	778	852	928	1060	1132
171.	Maysville, Ky.	602	554	638	718	945	1022
172.	Meadville, Pa.	616	401	421	485	605	677
173.	Mechanicstown, Ohio	587	406	453	529	700	772
174.	Menominee, Mich.	1112	920	931	925	997	1069
175.	Metropolis, Ill.	907	890	974	1054	1193	1265

3660

[fol. 3061]

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
176.	Michigan City, Ind.	879	722	769	845	921	993
177.	Middlefield, Ohio	610	419	465	541	648	720
178.	Milan, Mich.	771	579	626	668	743	815
179.	Millersburg, Ind.	830	657	704	780	860	932
180.	Milwaukee, Wisc.	999	831	878	881	953	1025
181.	Mitchell, Ind.	783	686	770	850	1008	1080
182.	Monon, Ind.	815	708	772	848	942	1014
183.	Monroe, Mich.	763	571	618	666	741	813
184.	Monroe, Wisc.	1040	893	940	982	1054	1126
185.	Morris, Ill.	941	797	844	920	1007	1079
186.	Morrison, Ill.	1039	903	950	1028	1111	1183
187.	Mt. Clemens, Mich.	818	626	634	628	699	771
188.	Mt. Vernon, Ill.	912	836	920	1000	1139	1211
189.	Mt. Vernon, Ohio	655	477	524	600	767	839
190.	Muncie, Ind.	743	614	680	756	879	951
191.	Murphysboro, Ill.	962	889	977	1053	1187	1259
192.	Muscatine, Iowa	1078	945	997	1068	1154	1226
193.	Muskegan, Mich.	945	753	800	803	874	946
194.	Natrium, W. Va.	546	355	439	519	746	825
195.	Nebo, Ill.	1042	927	1000	1076	1191	1263
196.	Newark, Ohio	630	463	512	588	781	853
197.	Newton, Ill.	886	786	859	935	1069	1141
198.	Niles, Mich.	868	694	741	809	884	956
199.	N. Manchester, Ind.	799	657	704	783	874	946
200.	N. Vernon, Ind.	729	632	716	796	954	1026
201.	Oakland City, Ind.	824	759	843	923	1074	1146
202.	Oil City, Pa.	583	365	385	449	607	679
203.	Olney, Ill.	877	780	864	944	1083	1155
204.	Owosso, Mich.	874	655	792	686	757	829
205.	Oxford, Mich.	835	643	651	645	716	788

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
206.	Paducah, Ky.	894	904	988	1068	1207	1279
207.	Painesville, Ohio	634	442	475	538	624	696
208.	Pana, Ill.	933	817	890	966	1093	1165
209.	Paris, Ill.	857	741	814	890	1024	1096
210.	Parkersburg, W. Va.	558	366	450	530	757	858
211.	Peoria, Ill.	968	849	912	988	1083	1155
212.	Petoskey, Mich.	1039	841	843	837	908	980
213.	Pigeon, Mich.	835	682	684	678	748	820
214.	Pinconning, Mich.	906	708	710	704	776	848
215.	Piqua, Ohio	690	552	618	692	825	897
216.	Pittsburgh, Pa.	505	313	360	436	663	737
217.	Pt. Pleasant, W. Va.	512	445	529	609	836	937
218.	Pontiac, Mich.	822	630	655	649	721	793
219.	Port Huron, Mich.	811	596	598	592	663	735
220	Queens Jct.Pa.	547	355	377	443	653	725
221.	Quincy, Ill.	1057	942	1015	1091	1207	1279
222.	Reed City, Mich.	953	761	779	771	843	915
223.	Richmond, Ind.	707	582	655	731	871	943
224.	Rochester, Mich.	825	633	645	639	711	783
225.	Rockford, Ill.	997	851	898	974	1050	1122
226.	Rock Island, Ill.	1051	918	965	1041	1127	1199
227.	Rosiclare, Ill.	978	902	986	1066	1206	1277
228.	St. Ignace, Mich.	1079	881	883	877	948	1020
229.	St. Louis, Mo.	990	891	964	1040	1174	1246
230.	Saginaw, Mich.	875	683	688	682	753	825
231.	Saltsburg, Pa.	494	301	321	397	624	698
232.	Sandusky, Mich.	857	642	644	638	709	781
233.	Sandusky, Ohio	696	504	550	621	712	784
234.	Sardinia, Ohio	608	549	633	713	906	978
235.	Sheboygan, Wisc.	1052	884	914	908	979	1051

3062

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
236.	Sholdon, Ill.	869	740	803	879	974	1046
237.	Simpson, Ill.	898	890	974	1054	1193	1265
238.	Smithboro, Ill.	951	836	909	985	1119	1191
239.	So. Beloit, Ill.	1005	858	905	953	1023	1095
240.	So. Bend, Ind.	861	690	737	813	888	960
241.	So. Lyon, Mich.	805	613	660	667	742	814
242.	Sparta, Ill.	961	884	959	1035	1169	1241
243.	Spencer, Ohio	635	463	510	586	695	767
244.	Springfield, Ill.	957	841	915	991	1106	1178
245.	Springfield, Ohio	656	524	589	665	815	887
246.	Steubenville, Ind.	779	628	675	749	825	897
247.	Stiles Jct. Wisc.	1129	937	954	948	1019	1091
248.	Stoneboro, Pa.	589	373	394	457	632	704
249.	Streator, Ill.	950	819	866	943	1037	1109
250.	Sturgeon Bay, Wisc.	1114	922	939	933	1004	1076
251.	Sturgis, Mich.	833	660	707	768	843	915
252.	Sullivan, Ind.	842	746	821	897	1031	1103
253.	Summerville, Ohio	574	382	429	505	720	792
254.	Tamms, Ill.	955	907	991	1071	1210	1282
255.	Tawas City, Mich.	947	822	731	725	797	869
256.	Temple, Ind.	762	721	793	875	1042	1114
257.	Terre Haute, Ind.	698	722	795	871	1005	1077
258.	Thebes, Ill.	970	914	998	1078	1214	1286
259.	Thompsonville, Mich.	1010	818	830	824	895	967
260.	Tiffin, Ohio	711	519	556	642	740	812
261.	Tipton, Ind.	778	649	715	840	915	987
262.	Toledo, Ohio	740	548	595	668	759	831
263.	Toluca, Ill.	965	836	887	963	1058	1130
264.	Traverse City, Mich.	1014	822	834	828	899	971
265.	Uhrichsville, Ohio	591	399	446	522	726	798

		NORFOLK VA.	BALTIMORE MD.	PHILADELPHIA PA.	NEW YORK N.Y.	BOSTON MASS.	PORTLAND ME.
266.	Union City, Ind.-Ohio	712	583	649	725	850	922
267.	Vassar, Mich.	874	667	669	663	734	806
268.	Vermont, Ill.	1021	905	970	1045	1141	1213
269.	Warren, Pa.	576	360	375	417	562	634
270.	Washington, Ind.	826	729	828	893	1044	1116
271.	Washington CH, Ohio	620	496	580	660	829	901
272.	Waterloo, Ill.	992	911	984	1060	1194	1266
273.	Watertown, Wisc.	1041	875	923	926	998	1070
274.	Waukegan, Ill.	950	803	850	926	1002	1074
275.	Waukesha, Wisc.	999	831	878	881	953	1025
276.	W. Alton, Mo.	990	891	964	1040	1174	1246
277.	W. Bend, Wisc.	1032	864	911	914	986	1058
278.	W. Branch, Mich.	940	742	744	738	809	881
279.	W. Keithsburg, Iowa	1061	942	998	1074	1168	1241
280.	W. Quincy, Mo.	1057	942	1015	1091	1207	1279
281.	W. Unity, Ohio	787	597	644	722	797	869
282.	Wheeling, W.Va.	548	356	403	479	706	780
283.	White Cloud, Mich.	952	760	807	805	876	948
284.	Whitelaw, Wisc.	1033	871	888	882	953	1025
285.	Wilmot, Mich.	871	656	658	652	723	795
286.	Wolverine, Mich.	1026	828	830	824	895	967
287.	Wood River, Ill.	990	891	964	1040	1174	1246
288.	Youngs, Ohio	571	512	596	676	903	981
289.	Youngstown, Ohio	570	378	424	500	646	718
290.	Zanesville, Ohio	606	438	501	576	775	847
	TOTAL MILEAGE	246,573	202,923	217,358	232,553	265,040	286,338
	AVERAGE MILEAGE	850	700	750	802	914	987

Tariff Authority: Agent H.R. Hinsch Tariff No. E-1009, ICC 4487
Agent H.R. Hinsch Tariff No. E-1010, ICC 4488

3064

[fol. 3065]

RECEIVED
NOV 1962
OFFICE OF THE CLERK
SUPREME COURT U.S.

162
I.C.C. Docket I & S 6615
Witness Day
Exhibit

STATEMENT OF SHORT LINE MILEAGES; DOMESTIC, IMPORT AND EXPORT ALL RAIL CLASS RATES BETWEEN THE 105 BASE POINTS IN C.F.A. TERRITORY RESULTING FROM I.C.C. DOCKET 15879 AND THE CANADIAN AND UNITED STATES PORTS OF HALIFAX, N.S., ST. JOHN, N.B., QUEBEC, QUE., MONTREAL, QUE., PORTLAND, ME., BOSTON, MASS., NEW YORK, N.Y., PHILADELPHIA, PA., BALTIMORE, MD., NORFOLK, VA. AND ALBANY, N. Y.

In Effect December 1, 1956

ALL RATES SHOWN HEREIN ARE IN CENTS PER HUNDRED POUNDS AND ARE SUBJECT TO THE EX PARTE 206 INCREASE.

SHORT LINE MILEAGE, DOCKET 28300 - U. S. PORTS
DOCKET 15879 - CANADIAN PORTS

TARIFF AUTHORITY:-	AGENT	C. W.	BOIN	I.C.C.	A-766
	"	"	"	"	A-942
	"	"	"	"	A-721
	"	"	"	"	A-966
	"	"	"	"	A-744
	"	"	"	"	A-755
	AGENT	H. R.	HINSCH	"	3642
	"	"	"	"	3814
	"	"	"	"	4487
	"	"	"	"	4488
	AGENT	R. K.	WATSON	"	100
	AGENT	O. E.	SWENSON	"	362

3065

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Akron, Ohio	Halifax, N. S.	1343	534	454	375	268	214	162	244	209	171	122	86	68	247	212	174	125	89	72
	St. John, N.B.	1067	455	389	319	228	184	138	244	209	171	122	86	68	247	212	174	125	89	72
	Quebec, Que.	757	373	316	262	138	148	111	244	209	171	122	86	68	247	212	174	125	89	72
	Montreal, Que.	590	324	278	227	163	131	98	244	209	171	122	86	68	245	210	172	123	87	70
	Portland, Me.	755	359	306	252	180	125	99	244	209	171	122	86	68	247	212	174	125	89	72
	Boston, Mass.	683	341	290	239	171	120	94	253	218	174	125	89	72	247	212	174	125	89	72
	New York, N. Y.	550	299	253	210	149	105	82	253	218	174	125	89	72	247	212	174	125	89	72
	Philadelphia, Pa.	475	276	234	193	138	96	75	246	211	172	123	87	70	245	210	172	123	87	70
	Baltimore, Md.	429	263	225	184	131	92	72	244	209	171	122	86	68	244	209	171	122	86	68
	Norfolk, Va.	621	323	275	227	162	113	89	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N. Y.	499	282	239	197	141	99	78	246	211	172	123	87	70	245	210	172	123	87	70
Alpena, Michigan	Halifax, N.S.	1477	576	488	403	289	232	173	345	290	245	174	121	94	363	307	253	181	128	101
	St. John, N. B.	1200	488	414	342	244	197	146	345	290	245	174	121	94	363	307	253	181	128	101
	Quebec, Que.	892	417	354	293	210	165	123	345	290	245	174	121	94	363	307	253	181	128	101
	Montreal, Que.	725	366	312	258	184	146	110	345	290	245	174	121	94	359	305	251	179	125	99
	Portland, Me.	933	408	348	286	205	143	112	345	290	245	174	121	94	363	307	253	181	128	101
	Boston, Mass.(S)	861	390	332	273	195	137	107	363	307	253	181	128	101	363	307	253	181	128	101
	Boston, Mass.(D)		384	326	269	192	135	106	356	302	250	178	125	100	--	--	--	--	--	--
	New York, N. Y.	789	372	316	261	187	130	103	363	307	253	181	128	101	363	307	253	181	128	101
	Philadelphia, Pa.	795	372	316	261	187	130	103	355	300	251	179	125	99	359	305	251	179	125	99
	Baltimore, Md.	793	372	316	261	187	130	103	352	298	250	178	124	98	358	303	250	178	124	98
	Norfolk, Va.	991	421	357	295	211	147	116	352	298	250	178	124	98	358	303	250	178	124	98
	Albany, N. Y.	697	335	285	235	169	117	92	332	281	232	165	116	92	332	281	232	165	116	92
Ann Arbor, Michigan	Halifax, N. S.	1345	542	463	379	271	218	163	290	245	202	146	104	80	294	249	206	149	107	83
	St. John, N.B.	1068	463	392	323	232	186	139	290	245	202	146	104	80	294	249	206	149	107	83
	Quebec, Que.	761	376	320	263	190	149	114	290	245	202	146	104	80	294	249	206	149	107	83
	Montreal, Que.	594	324	278	227	163	131	98	290	245	202	146	104	80	292	246	204	147	105	81
	Portland, Me.	815	378	322	265	189	133	104	290	245	202	146	104	80	294	249	206	149	107	83
	Boston, Mass. (S)	743	359	306	252	180	125	99	300	254	206	149	107	83	294	249	206	149	107	83
	Boston, Mass. (D)		354	301	249	177	123	98	294	250	202	146	105	82	--	--	--	--	--	--
	New York, N. Y.	668	335	285	235	169	117	92	300	254	206	149	107	83	294	249	206	149	107	83
	Philadelphia, Pa.	640	323	275	227	162	113	89	293	247	204	147	105	81	292	246	204	147	105	81
	Baltimore, Md.	593	311	265	218	156	108	86	290	245	202	146	104	80	290	245	202	146	104	80
	Norfolk, Va.	785	372	316	261	187	130	103	290	245	202	146	104	80	284	243	198	141	101	80
	Albany, N. Y.	569	299	253	210	149	105	82	284	243	198	141	101	80						

[fol. 3067]

2.

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Ashtabula, Ohio	Halifax, N.S.	1257	507	431	356	254	202	153	241	202	169	121	83	66	246	211	173	124	88	71
	St. John, N.B.	981	429	365	285	216	173	129	241	202	169	121	83	66	246	211	173	124	88	71
	Quebec, Que.	671	349	296	244	174	139	105	241	202	169	121	83	66	246	211	173	124	88	71
	Montreal, Que.	504	296	253	209	148	119	89	241	202	169	121	83	66	244	209	171	122	86	68
	Portland, Me.	670	335	285	235	169	117	92	241	202	169	121	83	66	246	211	173	124	88	71
	Boston, Mass.	598	311	265	218	156	108	86	251	216	173	124	88	71	246	211	173	124	88	71
	New York, N. Y.	513	287	245	201	144	101	80	251	216	173	124	88	71	246	211	173	124	88	71
	Philadelphia, Pa.	450	269	229	189	136	94	74	244	209	171	122	86	68	244	209	171	122	86	68
	Baltimore, Md.	429	263	225	184	131	92	72	242	206	170	121	84	67	243	208	170	121	84	67
	Norfolk, Va.	628	323	275	227	162	113	89	295	251	209	148	104	81	295	251	209	148	104	81
	Albany, N. Y.	414	258	218	180	129	90	71	237	202	165	121	83	66	237	202	165	121	83	66
Aurora, Illinois	Halifax, N.S.	1604	606	514	425	303	243	181	345	293	243	173	121	94	349	296	246	177	124	98
	St. John, N.B.	1327	528	449	367	263	211	159	345	293	243	173	121	94	349	296	246	177	124	98
	Quebec, Que.	1019	449	383	314	226	179	136	345	293	243	173	121	94	349	296	246	177	124	98
	Montreal, Que.	852	403	342	284	202	162	122	345	293	243	173	121	94	347	294	244	174	122	95
	Portland, Me.	1081	445	378	312	223	156	122	345	293	243	173	121	94	349	296	246	177	124	98
	Boston, Mass. (S)	1009	427	364	299	213	149	117	355	302	246	177	124	98	349	296	246	177	124	98
	Boston, Mass. (D)		421	358	295	210	147	116	349	298	243	173	122	96	-	-	-	-	-	-
	New York, N.Y.	934	408	348	286	205	143	112	355	302	246	177	124	98	349	296	246	177	124	98
	Philadelphia, Pa.	847	384	326	269	193	135	106	348	295	244	174	122	95	347	294	244	174	122	95
	Baltimore, Md.	809	372	316	261	187	130	103	345	293	243	173	121	94	345	293	243	173	121	94
	Norfolk, Va.	941	408	348	286	205	143	112	345	293	243	173	121	94	345	293	243	173	121	94
	Albany, N.Y.	825	378	322	265	189	133	104	340	290	237	171	121	94	340	290	237	171	121	94
Big Rapids, Michigan	Halifax, N.S.	1442	568	484	400	285	227	171	326	276	236	165	114	88	341	293	242	173	121	94
	St. John, N.B.	1165	481	411	338	243	192	145	326	276	236	165	114	88	341	293	242	173	121	94
	Quebec, Que.	857	411	349	289	205	163	122	326	276	236	165	114	88	341	293	242	173	121	94
	Montreal, Que.	690	324	278	227	163	131	98	326	276	233	165	114	88	339	290	239	171	119	91
	Portland, Me.	915	403	342	282	201	141	111	326	276	236	165	114	88	341	293	242	173	121	94
	Boston, Mass. (S)	843	384	326	269	193	135	106	345	293	242	173	121	94	341	293	242	173	121	94
	Boston, Mass. (D)		378	322	266	189	131	105	339	287	237	170	119	92	-	-	-	-	-	-
	New York, N.Y.	771	366	311	257	183	128	101	345	293	242	173	121	94	341	293	242	173	121	94
	Philadelphia, Pa.	779	366	311	257	183	128	101	338	285	239	171	119	91	339	290	239	171	119	91
	Baltimore, Md.	761	366	311	257	183	128	101	335	283	237	170	117	90	338	289	237	170	117	90
	Norfolk, Va.	963	414	352	290	208	145	114	335	283	237	170	117	90	338	289	237	170	117	90
	Albany, N.Y.	659	330	281	230	164	116	90	314	267	219	157	110	88	314	267	219	157	110	88

3067

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Bloomington, Illinois	Halifax, N.S.	1661	626	528	437	312	250	188	345	293	243	173	121	94	349	296	246	177	124	98
	St. John, N.B.	1384	542	463	379	271	218	163	345	293	243	173	121	94	349	296	246	177	124	98
	Quebec, Que.	1077	463	392	323	232	186	139	345	293	243	173	121	94	349	296	246	177	124	98
	Montreal, Que.	910	417	354	293	210	165	123	345	293	243	173	121	94	347	294	244	174	122	95
	Portland, Me.	1128	457	389	320	229	160	125	345	293	243	173	121	94	349	296	246	177	124	98
	Boston, Mass. (S)	1056	439	373	307	219	154	121	355	302	246	177	124	98	349	296	246	177	124	98
	Boston, Mass. (D)		432	368	303	216	152	120	349	298	243	173	122	96	-	-	-	-	-	-
	New York, N.Y.	957	414	352	290	208	145	114	355	302	246	177	124	98	349	296	246	177	124	98
	Philadelphia, Pa.	881	396	336	278	198	139	108	348	295	244	174	122	95	347	294	244	174	122	95
	Baltimore, Md.	815	378	322	265	189	133	104	345	293	243	173	121	94	345	293	243	173	121	94
	Norfolk, Va.	931	408	348	286	205	143	112	345	293	243	173	121	94	345	293	243	173	121	94
	Albany, N.Y.	872	390	332	273	195	137	107	348	295	244	174	122	95	347	294	244	174	122	95
Bloomington, Indiana	Halifax, N.S.	1631	620	528	437	312	250	188	319	270	223	159	111	88	323	275	227	162	114	91
	St. John, N.B.	1354	542	463	379	271	218	163	319	270	223	159	111	88	323	275	227	162	114	91
	Quebec, Que.	1047	463	392	323	232	186	139	319	270	223	159	111	88	323	275	227	162	114	91
	Montreal, Que.	880	417	354	293	210	165	123	319	270	223	159	111	88	320	271	225	160	112	89
	Portland, Me.	1060	439	373	307	219	154	121	319	270	223	159	111	88	323	275	227	162	114	91
	Boston, Mass. (S)	988	421	357	295	211	147	116	330	281	227	162	114	91	323	275	227	162	114	91
	Boston, Mass. (D)		414	352	292	208	145	114	323	276	223	159	112	90	-	-	-	-	-	-
	New York, N.Y.	848	384	326	269	193	135	106	330	281	227	162	114	91	323	275	227	162	114	91
	Philadelphia, Pa.	772	366	311	257	183	128	101	322	273	225	160	112	89	320	271	225	160	112	89
	Baltimore, Md.	699	341	290	239	171	120	94	319	270	223	159	111	88	319	270	223	159	111	88
	Norfolk, Va.	799	372	316	261	187	130	103	319	270	223	159	111	88	319	270	223	159	111	88
	Albany, N.Y.	804	378	322	265	189	133	104	322	273	225	160	112	89	320	271	225	160	112	89
Burlington, Iowa	Halifax, N.S.	1772	655	558	458	326	262	197	379	323	267	190	133	105	383	326	270	194	137	108
	St. John, N.B.	1495	568	484	400	285	227	171	379	323	267	190	133	105	383	326	270	194	137	108
	Quebec, Que.	1187	471	401	331	236	188	141	379	323	267	190	133	105	383	326	270	194	137	108
	Montreal, Que.	1020	445	376	312	223	179	133	379	323	267	190	133	105	381	324	268	192	135	106
	Portland, Me.	1214	476	405	333	237	167	130	379	323	267	190	133	105	383	326	270	194	137	108
	Boston, Mass. (S)	1168	463	393	324	232	162	128	389	333	270	194	137	108	383	326	270	194	137	108
	Boston, Mass. (D)		457	389	320	228	160	127	383	328	267	190	135	107	-	-	-	-	-	-
	New York, N.Y.	1074	439	373	307	219	154	121	389	333	270	194	137	108	383	326	270	194	137	108
	Philadelphia, Pa.	998	421	357	295	211	147	116	382	325	268	192	135	106	381	324	268	192	135	106
	Baltimore, Md.	942	408	348	286	205	143	112	379	323	267	190	133	105	379	323	267	190	133	105
	Norfolk, Va.	1061	439	373	307	219	154	121	379	323	267	190	135	105	379	323	267	190	133	105
	Albany, N.Y.	985	421	357	295	211	147	116	382	325	268	192	135	106	381	324	268	192	135	106

Base
Cadil
Cairo
Cambr

3c6

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Cadillac, Michigan	Halifax, N.S.	1445	568	484	400	285	227	171	333	281	241	171	116	89	350	298	245	176	122	96
	St. John, N.B.	1168	481	411	338	243	192	145	333	281	241	171	116	89	350	298	245	176	122	96
	Quebec, Que.	860	411	349	289	205	163	122	333	281	241	171	116	89	350	298	245	176	122	96
	Montreal, Que.	693	363	307	253	181	145	110	333	281	241	171	116	89	348	295	243	173	120	94
	Portland, Me.	924	403	342	282	201	141	111	333	281	241	171	116	89	350	298	245	176	122	96
	Boston, Mass. (S)	852	390	332	273	195	137	107	350	298	245	176	122	96	350	298	245	176	122	96
	Boston, Mass. (D)		384	326	269	192	135	106	343	293	242	172	120	95	-	-	-	-	-	-
	New York, N.Y.	781	372	316	261	187	130	103	350	298	245	176	122	96	350	298	245	176	122	96
	Philadelphia, Pa.	787	372	316	261	187	130	103	342	290	243	173	120	94	348	295	243	173	120	94
	Baltimore, Md.	775	366	311	257	183	128	101	340	287	242	172	119	92	347	294	242	172	119	92
	Norfolk, Va.	967	414	352	290	208	145	114	340	287	242	172	119	92	347	294	242	172	119	92
	Albany, N.Y.	668	335	285	235	169	117	92	319	270	223	159	111	88	319	270	223	159	111	88
Cairo, Illinois	Halifax, N.S.	1849	673	575	471	338	270	202	375	319	262	188	131	104	379	323	266	192	136	107
	St. John, N.B.	1572	594	506	417	298	237	179	375	319	262	188	131	104	379	323	266	192	136	107
	Quebec, Que.	1265	517	438	363	260	209	156	375	319	262	188	131	104	379	323	266	192	136	107
	Montreal, Que.	1098	463	392	323	232	186	139	375	319	262	188	131	104	376	320	263	189	133	105
	Portland, Me.	1282	494	420	347	247	173	136	375	319	262	188	131	104	379	323	266	192	136	107
	Boston, Mass. (S)	1210	476	405	333	237	167	130	385	330	266	192	136	107	379	323	266	192	136	107
	Boston, Mass. (D)		470	400	330	234	164	129	379	324	262	188	133	106	-	-	-	-	-	-
	New York, N.Y.	1071	439	373	307	219	154	121	385	330	266	192	136	107	379	323	266	192	136	107
	Philadelphia, Pa.	991	421	357	295	211	147	116	378	322	263	189	133	105	376	320	263	189	133	105
	Baltimore, Md.	907	403	342	282	201	141	111	375	319	262	188	131	104	375	319	262	188	131	104
	Norfolk, Va.	955	414	352	290	208	145	114	375	319	262	188	131	104	375	319	262	188	131	104
	Albany, N.Y.	1026	432	368	303	217	152	120	378	322	263	189	133	105	376	320	263	189	133	105
Cambridge, Ohio	Halifax, N.S.	1424	553	471	389	278	223	165	237	202	165	121	83	66	242	206	170	124	87	70
	St. John, N.B.	1148	477	403	333	237	190	141	237	202	165	121	83	66	242	206	170	124	87	70
	Quebec, Que.	838	398	338	278	198	159	121	237	202	165	121	83	66	242	206	170	124	87	70
	Montreal, Que.	671	349	296	244	174	139	105	237	202	165	121	83	66	239	204	167	122	84	67
	Portland, Me.	840	384	326	269	193	135	106	237	202	165	121	83	66	242	206	170	124	87	70
	Boston, Mass.	768	366	311	257	183	128	101	247	212	170	124	87	70	242	206	170	124	87	70
	New York, N.Y.	541	299	253	210	149	105	82	247	212	170	124	87	70	242	206	170	124	87	70
	Philadelphia, Pa.	465	276	234	193	138	96	75	241	205	167	122	84	67	239	204	167	122	84	67
	Baltimore, Md.	402	258	218	180	129	90	71	237	202	165	121	83	66	237	202	165	121	83	66
	Norfolk, Va.	594	311	265	218	156	108	86	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N.Y.	578	305	260	213	153	107	84	241	205	167	122	84	67	239	204	167	122	84	67

5.

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Canton, Ohio	Halifax, N.S.	1353	534	454	375	268	214	162	237	202	165	121	83	66	242	206	170	124	87	70
	St. John, N.B.	1077	455	389	319	228	184	138	237	202	165	121	83	66	242	206	170	124	87	7[illegible]
	Quebec, Que.	767	376	320	263	190	149	114	237	202	165	121	83	66	242	206	170	124	87	7[illegible]
	Montreal, Que.	600	332	281	232	165	133	101	237	202	165	121	83	66	239	204	167	122	84	6[illegible]
	Portland, Me.	763	366	311	257	183	128	101	237	202	165	121	83	66	242	206	170	124	87	7[illegible]
	Boston, Mass.	691	341	290	239	171	120	94	247	212	170	124	87	70	242	206	170	124	87	7[illegible]
	New York, N.Y.	536	294	250	206	147	103	81	247	212	170	124	87	70	242	206	170	124	87	7[illegible]
	Philadelphia, Pa.	460	269	229	189	136	94	74	241	205	167	122	84	67	239	204	167	122	84	6[illegible]
	Baltimore, Md.	413	258	218	180	129	90	71	237	202	165	121	83	66	237	202	165	121	83	66
	Norfolk, Va.	605	317	269	222	159	111	88	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N.Y.	511	287	245	201	144	101	80	241	205	167	122	84	67	239	204	167	122	84	6[illegible]
Centralia, Illinois	Halifax, N.S.	1748	647	550	454	324	260	193	356	303	250	179	123	98	359	307	253	183	127	10[illegible]
	St. John, N.B.	1471	560	477	392	281	226	169	356	303	250	179	123	98	359	307	253	183	127	10[illegible]
	Quebec, Que.	1164	488	414	342	244	197	146	356	303	250	179	123	98	359	307	253	183	127	10[illegible]
	Montreal, Que.	997	437	372	306	218	174	131	356	303	250	179	123	98	357	305	251	180	124	9[illegible]
	Portland, Me.	1198	470	399	330	235	184	129	356	303	250	179	123	98	359	307	253	183	127	10[illegible]
	Boston, Mass. (S)	1126	457	389	320	229	160	125	366	314	253	183	127	101	359	307	253	183	127	10[illegible]
	Boston, Mass. (D)		452	384	317	226	157	124	359	308	250	179	124	100	-	-	-	-	-	-
	New York, N.Y.	992	421	357	295	211	147	116	366	314	253	183	127	101	359	307	253	183	127	10[illegible]
	Philadelphia, Pa.	916	403	342	282	201	141	111	358	306	251	180	124	99	357	305	251	180	124	9[illegible]
	Baltimore, Md.	841	384	326	269	193	135	106	356	303	250	179	123	98	356	303	250	179	123	9[illegible]
	Norfolk, Va.	934	408	348	286	205	143	112	356	303	250	179	123	98	356	303	250	179	123	9[illegible]
	Albany, N.Y.	942	408	348	286	205	143	112	358	306	251	180	124	99	357	305	251	180	124	9[illegible]
Champaign, Illinois	Halifax, N.S.	1632	616	523	429	307	245	186	336	285	236	169	119	92	340	289	241	172	122	96
	St. John, N.B.	1355	534	454	375	268	214	162	336	285	236	169	119	92	340	289	241	172	122	96
	Quebec, Que.	1048	455	389	319	228	184	138	336	285	236	169	119	92	340	289	241	172	122	9[illegible]
	Montreal, Que.	881	411	349	289	205	163	122	336	285	236	169	119	92	338	286	237	170	120	9[illegible]
	Portland, Me.	1099	445	378	312	223	156	122	336	285	236	169	119	92	340	289	241	172	122	96
	Boston, Mass. (S)	1027	432	368	303	217	152	120	347	295	241	172	122	96	340	289	241	172	122	96
	Boston, Mass. (D)		427	364	300	213	148	119	340	290	236	169	120	95	-	-	-	-	-	-
	New York, N.Y.	913	403	342	282	201	141	111	347	295	241	172	122	96	340	289	241	172	122	96
	Philadelphia, Pa.	837	384	326	269	193	135	106	339	287	237	170	120	94	338	286	237	170	120	94
	Baltimore, Md.	768	366	311	257	183	128	101	336	285	236	169	119	92	336	285	236	169	119	92
	Norfolk, Va.	883	396	336	278	193	139	108	336	285	236	169	119	92	336	285	236	169	119	92
	Albany, N.Y.	843	384	326	269	193	135	106	339	287	237	170	120	94	338	286	237	170	120	94

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Cheboygan, Michigan	Halifax, N.S.	1465	588	501	412	295	236	176	363	306	260	184	128	98	379	323	267	190	133	105
	St. John, N.B.	1188	501	428	350	251	201	149	363	306	260	184	128	98	379	323	267	190	133	105
	Quebec, Que.	867	429	365	302	216	173	129	363	306	260	184	128	98	379	323	267	190	133	105
	Montreal, Que.	720	376	320	263	190	149	114	363	306	260	184	128	98	376	320	265	188	130	103
	Portland, Me.	995	421	357	295	211	147	116	363	306	260	184	128	98	379	323	267	190	133	105
	Boston, Mass. (S)	923	403	342	282	201	141	111	379	323	267	190	133	105	379	323	267	190	133	105
	Boston, Mass. (D)		396	338	278	197	139	110	373	318	263	187	130	104	-	-	-	-	-	-
	New York, N.Y.	852	390	332	273	195	137	107	379	323	267	190	133	105	379	323	267	190	133	105
	Philadelphia, Pa.	858	390	332	273	195	137	107	372	316	265	188	130	103	376	320	265	188	130	103
	Baltimore, Md.	856	390	332	273	195	137	107	369	314	263	187	129	101	375	319	263	187	129	101
	Norfolk, Va.	1053	439	373	307	219	154	121	369	314	263	187	129	101	375	319	263	187	129	101
	Albany, N.Y.	739	354	301	247	177	124	98	349	296	244	174	122	96	349	296	244	174	122	96
Chester, Illinois	Halifax, N.S.	1816	660	563	463	332	263	198	373	316	262	188	131	104	376	319	266	192	136	107
	St. John, N.B.	1539	580	494	406	290	232	174	373	316	262	188	131	104	376	319	266	192	136	107
	Quebec, Que.	1232	501	428	350	251	201	149	373	316	262	188	131	104	376	319	266	192	136	107
	Montreal, Que.	1065	455	389	319	228	184	138	373	316	262	188	131	104	374	317	263	189	133	106
	Portland, Me.	1241	481	409	338	242	169	133	373	316	262	188	131	104	376	319	266	192	136	107
	Boston, Mass. (S)	1169	463	393	324	232	162	128	383	325	266	192	136	107	376	319	266	192	136	107
	Boston, Mass. (D)		457	389	320	228	160	127	376	320	262	188	133	106	-	-	-	-	-	-
	New York, N.Y.	1036	432	368	303	217	152	120	383	325	266	192	136	107	376	319	266	192	136	107
	Philadelphia, Pa.	959	414	352	290	208	145	114	375	318	263	189	133	105	374	317	263	189	133	105
	Baltimore, Md.	884	396	336	278	198	139	108	373	316	262	188	131	104	373	316	262	188	131	104
	Norfolk, Va.	961	414	352	290	208	145	114	373	316	262	188	131	104	373	316	262	188	131	104
	Albany, N.Y.	985	421	357	295	211	147	116	375	318	263	189	133	105	374	317	263	189	133	105
Chicago, Illinois	Halifax, N.S.	1567	602	512	420	302	241	181	336	285	236	169	119	92	340	289	241	172	122	96
	St. John, N.B.	1290	517	438	363	260	209	156	336	285	236	169	119	92	340	289	241	172	122	96
	Quebec, Que.	982	445	376	312	225	179	133	336	285	236	169	119	92	340	289	241	172	122	96
	Montreal, Que.	815	398	338	278	198	159	121	336	285	236	169	119	92	338	286	237	170	120	94
	Portland, Me.	1046	432	366	303	217	152	120	336	285	236	169	119	92	340	289	241	172	122	96
	Boston, Mass. (S)	973	414	352	290	208	145	114	347	295	241	172	122	96	340	289	241	172	122	96
	Boston, Mass. (D)		408	348	286	204	143	113	340	290	236	169	120	95	-	-	-	-	-	-
	New York, N.Y.	890	396	336	278	198	139	108	347	295	241	172	122	96	340	289	241	172	122	96
	Philadelphia, Pa.	814	378	322	265	189	133	104	339	287	237	170	120	94	338	286	237	170	120	94
	Baltimore, Md.	767	366	311	257	183	128	101	336	285	236	169	119	92	336	285	236	169	119	92
	Norfolk, Va.	914	405	342	282	201	141	111	336	285	236	169	119	92	336	285	236	169	119	92
	Albany, N.Y.	789	372	316	261	187	130	103	333	284	235	169	119	92	333	284	233	169	119	92

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Chillicothe, Ohio	Halifax, N.S.	1499	568	484	400	285	227	171	250	211	174	123	88	68	253	214	178	127	91	72
	St. John, N.B.	1223	488	414	342	244	197	146	250	211	174	123	88	68	253	214	178	127	91	72
	Quebec, Que.	913	424	359	296	211	171	128	250	211	174	123	88	68	253	214	178	127	91	72
	Montreal, Que.	746	373	316	262	188	148	111	250	211	174	123	88	68	251	212	176	124	89	70
	Portland, Me.	910	403	342	282	201	141	111	250	211	174	123	88	68	253	214	178	127	91	72
	Boston, Mass. (S)	838	384	326	269	193	135	106	260	220	178	127	91	72	253	214	178	127	91	72
	Boston, Mass. (D)		378	322	266	189	131	105	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	638	323	275	227	162	113	89	260	220	178	127	91	72	253	214	178	127	91	72
	Philadelphia, Pa.	548	299	253	210	149	105	82	252	213	176	124	89	70	251	212	176	124	89	70
	Baltimore, Md.	464	276	234	193	138	96	75	250	211	174	123	88	68	250	211	174	123	88	68
	Norfolk, Va.	588	311	265	218	156	108	86	250	211	174	123	88	68	250	211	174	123	88	68
	Albany, N.Y.	658	330	281	230	164	116	90	252	213	176	124	89	70	251	212	176	124	89	70
Cincinnati, Ohio	Halifax, N.S.	1552	588	501	412	295	236	176	279	237	197	139	98	76	283	242	201	143	101	81
	St. John, N.B.	1276	507	431	356	254	202	153	279	237	197	139	98	76	283	242	201	143	101	81
	Quebec, Que.	966	429	365	302	216	173	129	279	237	197	139	98	76	283	242	201	143	101	81
	Montreal, Que.	799	390	332	271	197	157	119	279	237	197	139	98	76	281	239	198	140	99	78
	Portland, Me.	963	414	352	290	208	145	114	279	237	197	139	98	76	283	242	201	143	101	81
	Boston, Mass. (S)	891	396	336	278	198	139	108	289	247	201	143	101	81	283	242	201	143	101	81
	Boston, Mass. (D)		390	332	275	195	137	107	283	243	197	139	99	80	-	-	-	-	-	-
	New York, N.Y.	742	359	306	252	180	125	99	289	247	201	143	101	81	283	242	201	143	101	81
	Philadelphia, Pa.	644	330	281	230	164	116	90	282	241	198	140	99	78	281	239	198	140	99	78
	Baltimore, Md.	560	299	253	210	149	105	82	279	237	197	139	98	76	279	237	197	139	98	76
	Norfolk, Va.	656	330	281	230	164	116	90	279	237	197	139	98	76	279	237	197	139	98	76
	Albany, N.Y.	707	348	295	244	174	122	95	282	241	198	140	99	78	281	239	198	140	99	78
Clare, Michigan	Halifax, N.S.	1397	553	471	389	278	223	165	319	268	228	162	111	86	336	285	236	169	119	92
	St. John, N.B.	1120	471	401	331	236	188	141	319	268	228	162	111	86	336	285	236	169	119	92
	Quebec, Que.	812	398	338	278	198	159	121	319	268	228	162	111	86	336	285	236	169	119	92
	Montreal, Que.	645	349	296	244	174	139	105	319	268	228	162	111	86	334	283	234	165	116	90
	Portland, Me.	876	396	336	278	198	139	108	319	268	228	162	111	86	336	285	236	169	119	92
	Boston, Mass. (S)	804	378	322	263	189	133	104	336	285	236	169	119	92	336	285	236	169	119	92
	Boston, Mass. (D)		372	317	261	186	130	103	331	281	233	164	116	91	-	-	-	-	-	-
	New York, N.Y.	732	354	301	247	177	124	98	336	285	236	169	119	92	336	285	236	169	119	92
	Philadelphia, Pa.	738	354	301	247	177	124	98	330	278	234	165	116	90	334	283	234	165	116	90
	Baltimore, Md.	727	354	301	247	177	124	98	326	276	233	164	114	89	333	282	233	164	114	89
	Norfolk, Va.	919	403	342	282	201	141	111	326	276	233	164	114	89	333	282	233	164	114	89
	Albany, N.Y.	620	317	269	222	159	111	88	306	260	214	153	106	86	306	260	214	153	106	86

3072

[fol. 3073]

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Cleveland, Ohio	Halifax, N.S.	1312	523	445	366	262	210	157	244	209	171	122	86	68	247	212	174	125	89	72
	St. John, N.B.	1036	449	383	314	226	179	136	244	209	171	122	86	68	247	212	174	125	89	72
	Quebec, Que.	726	366	312	258	184	146	110	244	209	171	122	86	68	247	212	174	125	89	72
	Montreal, Que.	559	316	268	223	159	128	[illegible]	244	209	171	122	86	68	245	210	172	123	87	70
	Portland, Me.	724	354	301	247	177	124	98	244	209	171	122	86	68	247	212	174	125	89	72
	Boston, Mass.	652	330	281	230	164	116	90	253	218	174	125	89	72	247	212	174	125	89	72
	New York, N.Y.	562	305	260	213	153	107	84	253	218	174	125	89	72	247	212	174	125	89	72
	Philadelphia, Pa.	490	282	239	197	141	99	78	246	211	172	123	87	70	245	210	172	123	87	70
	Baltimore, Md.	444	269	229	189	136	94	74	244	209	171	122	86	68	244	209	171	122	86	68
	Norfolk, Va.	636	323	275	227	162	113	89	295	251	209	148	104	81	295	251	209	148	104	81
	Albany, N.Y.	468	276	234	193	138	96	75	246	211	172	123	87	70	245	210	172	123	87	70
Clifford, Michigan	Halifax, N.S.	1307	534	454	375	268	214	162	290	244	210	148	101	80	307	262	216	156	106	86
	St. John, N.B.	1030	449	383	314	226	179	136	290	244	210	148	101	80	307	262	216	156	106	86
	Quebec, Que.	722	373	316	262	188	148	111	290	244	210	148	101	80	307	262	216	156	106	86
	Montreal, Que.	555	316	268	223	159	128	96	290	244	210	148	101	80	305	260	213	154	104	83
	Portland, Me.	785	372	316	261	187	130	103	290	244	210	148	101	80	307	262	216	156	106	86
	Boston, Mass. (S)	713	348	295	244	174	122	95	307	262	216	156	106	86	307	262	216	156	106	86
	Boston, Mass. (D)		341	290	241	171	120	94	301	258	212	153	104	84	-	-	-	-	-	-
	New York, N.Y.	642	330	281	230	164	116	90	307	262	216	156	106	86	307	262	216	156	106	86
	Philadelphia, Pa.	648	330	281	230	164	116	90	300	254	213	154	104	83	305	260	213	154	104	83
	Baltimore, Md.	646	330	281	230	164	116	90	298	252	212	153	103	82	303	259	212	153	103	82
	Norfolk, Va.	861	390	332	273	195	137	107	298	252	212	153	103	82	303	259	212	153	103	82
	Albany, N.Y.	529	294	250	206	147	103	81	279	237	197	139	98	76	279	237	197	139	98	76
Clinton, Iowa	Halifax, N.S.	1711	638	538	442	316	253	190	373	316	262	188	131	104	376	319	266	192	136	107
	St. John, N.B.	1434	553	471	389	278	223	165	373	316	262	188	131	104	376	319	266	192	136	107
	Quebec, Que.	1126	477	403	333	237	190	141	373	316	262	188	131	104	376	319	266	192	136	107
	Montreal, Que.	959	429	365	302	216	173	129	373	316	262	188	131	104	374	317	263	189	133	105
	Portland, Me.	1183	470	399	330	235	164	129	373	316	262	188	131	104	376	319	266	192	136	107
	Boston, Mass. (S)	1111	452	384	316	226	159	124	383	325	266	192	136	107	376	319	266	192	136	107
	Boston, Mass. (D)		445	379	312	222	156	123	376	320	262	188	133	106	-	-	-	-	-	-
	New York, N.Y.	1028	432	368	303	217	152	120	383	325	266	192	136	107	376	319	266	192	136	107
	Philadelphia, Pa.	950	408	348	286	205	143	112	375	318	263	189	133	105	374	317	263	189	133	105
	Baltimore, Md.	903	403	342	282	201	141	111	373	316	262	188	131	104	373	316	262	188	131	104
	Norfolk, Va.	1039	432	368	303	217	152	120	373	316	262	188	131	104	373	316	262	188	131	104
	Albany, N.Y.	927	408	348	286	205	143	112	378	320	266	190	133	105	374	317	263	189	133	105

3073

Base Point	Port	Short Line Miles	Domestic Classes						Import Classes						Export Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Columbus, Ohio	Halifax, N.S.	1450	560	477	392	281	226	169	254	216	179	129	89	70	259	219	183	133	92	73
	St. John, N.B.	1174	481	411	338	243	192	145	254	216	179	129	89	70	259	219	183	133	92	73
	Quebec, Que.	864	403	342	284	202	162	122	254	216	179	129	89	70	259	219	183	133	92	73
	Montreal, Que.	697	363	307	253	181	145	110	254	216	179	129	89	70	259	219	183	133	92	73
	Portland, Me.	862	390	332	273	195	137	107	254	216	179	129	89	70	257	217	180	130	90	71
	Boston, Mass. (S)	790	372	316	261	187	130	103	254	216	179	129	89	70	259	219	183	133	92	73
	Boston, Mass. (D)		366	311	258	183	128	101	265	226	183	133	92	73	259	219	183	133	92	73
	New York, N.Y.	621	323	275	227	162	113	89	-	-	-	-	-	-	-	-	-	-	-	-
	Philadelphia, Pa.	545	299	253	210	149	105	82	265	226	183	133	92	73	259	219	183	133	92	73
	Baltimore, Md.	479	276	234	193	138	96	75	258	218	180	130	90	71	257	217	180	130	90	71
	Norfolk, Va.	632	323	275	227	162	113	89	254	216	179	129	89	70	254	216	179	129	89	70
	Albany, N.Y.	606	317	269	222	159	111	88	258	218	180	130	90	71	254	216	179	129	89	70
Danville, Illinois	Halifax, N.S.	1599	594	506	417	298	237	179	331	279	232	165	116	92	257	217	180	130	90	71
	St. John, N.B.	1322	528	449	367	263	211	159	331	279	232	165	116	92	334	283	235	170	120	96
	Quebec, Que.	1015	449	383	314	226	179	136	331	279	232	165	116	92	334	283	235	170	120	96
	Montreal, Que.	848	403	342	284	202	162	122	331	279	232	165	116	92	334	283	235	170	120	96
	Portland, Me.	1066	439	373	307	219	154	121	331	279	232	165	116	92	332	281	233	167	117	94
	Boston, Mass. (S)	994	421	357	295	211	147	116	340	289	235	170	120	96	334	283	235	170	120	96
	Boston, Mass. (D)		414	352	292	208	145	114	334	284	232	165	117	95	-	-	-	-	-	-
	New York, N.Y.	879	396	336	278	198	139	108	340	289	235	170	120	96	334	283	235	170	120	96
	Philadelphia, Pa.	803	378	322	265	189	133	101	333	282	233	167	117	94	332	281	233	167	117	94
	Baltimore, Md.	735	354	301	247	177	124	98	331	279	232	165	116	92	331	279	232	165	116	92
	Norfolk, Va.	851	390	332	273	195	137	107	331	279	232	165	116	92	331	279	232	165	116	92
	Albany, N.Y.	810	378	322	265	189	133	104	333	282	233	167	117	94	332	281	233	167	117	94
Dayton, Ohio	Halifax, N.S.	1498	576	488	403	289	232	173	271	232	192	138	96	75	276	235	195	141	100	80
	St. John, N.B.	1222	497	424	349	250	198	148	271	232	192	138	96	75	276	235	195	141	100	80
	Quebec, Que.	912	417	354	293	210	165	123	271	232	192	138	96	75	276	235	195	141	100	80
	Montreal, Que.	745	373	316	262	188	148	111	271	232	192	138	96	75	273	233	193	139	98	76
	Portland, Me.	908	403	342	282	201	141	111	271	232	192	138	96	75	276	235	195	141	100	80
	Boston, Mass. (S)	836	384	326	269	193	135	106	282	242	195	141	100	80	276	235	195	141	100	80
	Boston, Mass. (D)		378	322	266	189	131	105	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	690	341	290	239	171	120	94	282	242	195	141	100	80	276	235	195	141	100	80
	Philadelphia, Pa.	614	317	269	222	159	111	88	275	234	193	139	98	76	273	233	193	139	98	76
	Baltimore, Md.	541	299	253	210	149	105	82	271	232	192	138	96	75	271	232	192	138	96	75
	Norfolk, Va.	665	335	285	235	169	117	92	271	232	192	138	96	75	271	232	192	139	96	75
	Albany, N.Y.	652	330	281	230	164	116	90	275	234	193	139	98	76	273	233	193	139	98	76

3074

[fol. 3075]

10.

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Expert Classes 1	2	3	4	5	6
Decatur, Illinois	Halifax, N.S.	1673	620	528	437	312	250	188	345	293	243	173	121	94	349	296	246	177	124	98
	St. John, N.B.	1396	542	463	379	271	218	163	345	293	243	173	121	94	349	296	246	177	124	98
	Quebec, Que.	1089	463	392	323	232	186	139	345	293	243	173	121	94	349	296	246	177	124	98
	Montreal, Que.	922	417	354	293	210	165	123	345	293	243	173	121	94	347	294	244	174	122	95
	Portland, Me.	1140	457	389	320	229	160	125	345	293	243	173	121	94	349	296	246	177	124	98
	Boston, Mass. (S)	1068	439	373	307	219	154	121	355	302	246	177	124	98	349	296	246	177	124	98
	Boston, Mass. (D)		432	368	303	216	152	120	349	298	243	173	122	96	-	-	-	-	-	-
	New York, N.Y.	952	414	352	290	208	145	114	355	302	246	177	124	98	349	296	246	177	124	98
	Philadelphia, Pa.	876	396	336	278	198	139	108	348	295	244	174	122	95	347	294	244	174	122	95
	Baltimore, Md.	803	378	322	265	189	133	104	345	293	243	173	121	94	345	293	243	173	121	94
	Norfolk, Va.	918	403	342	282	201	141	111	345	293	243	173	121	94	345	293	243	173	121	94
	Albany, N.Y.	884	396	336	278	198	139	108	348	295	244	174	122	95	347	294	244	174	122	95
Defiance, Ohio	Halifax, N.S.	1427	553	471	389	278	223	165	289	244	201	145	101	80	293	247	205	148	105	83
	St. John, N.B.	1150	477	403	333	237	190	141	289	244	201	145	101	80	293	247	205	148	105	83
	Quebec, Que.	843	398	338	278	198	159	121	289	244	201	145	101	80	293	247	205	148	105	83
	Montreal, Que.	676	366	312	258	184	146	110	289	244	201	145	101	80	290	245	202	146	103	81
	Portland, Me.	882	396	336	278	198	139	108	289	244	201	145	101	80	293	247	205	148	105	83
	Boston, Mass. (S)	810	378	322	265	189	133	104	299	253	205	148	105	83	293	247	205	148	105	83
	Boston, Mass. (D)		372	317	261	186	130	103	293	249	201	145	103	82	-	-	-	-	-	-
	New York, N.Y.	715	348	295	244	174	122	95	299	253	205	148	105	83	293	247	205	148	105	83
	Philadelphia, Pa.	639	323	275	227	162	113	89	292	246	202	146	103	81	290	245	202	146	103	81
	Baltimore, Md.	592	311	265	218	156	108	86	289	244	201	145	101	80	289	244	201	145	101	80
	Norfolk, Va.	761	366	311	257	183	128	101	289	244	201	145	101	80	289	244	201	145	101	80
	Albany, N.Y.	626	323	275	227	162	113	89	290	245	202	146	103	81	290	245	202	146	104	81
Detroit, Michigan	Halifax, N.S.	1308	534	454	375	268	214	162	278	233	201	141	96	75	293	247	205	148	104	81
	St. John, N.B.	1031	449	383	314	226	179	136	278	233	201	141	96	75	293	247	205	148	104	81
	Quebec, Que.	724	373	316	262	188	148	111	278	233	201	141	96	75	293	247	205	148	104	81
	Montreal, Que.	557	312	267	218	157	123	94	278	233	201	141	96	75	290	245	202	146	101	78
	Portland, Me.	778	366	311	257	183	128	101	278	233	201	141	96	75	293	247	205	148	104	81
	Boston, Mass. (S)	706	348	295	244	174	122	95	295	251	205	148	104	81	293	247	205	148	104	81
	Boston, Mass. (D)		341	290	241	171	120	94	289	246	201	145	101	80	-	-	-	-	-	-
	New York, N.Y.	631	323	275	227	162	113	89	295	251	205	148	104	81	293	247	205	148	104	81
	Philadelphia, Pa.	637	323	275	227	162	113	89	287	244	202	146	101	78	290	245	202	146	101	78
	Baltimore, Md.	604	317	269	222	159	111	88	285	242	201	145	100	76	289	244	201	145	100	76
	Norfolk, Va.	796	372	316	261	187	130	103	285	242	201	145	100	76	289	244	201	145	100	76
	Albany, N.Y.	522	294	250	206	147	103	81	271	232	192	138	96	75	271	232	192	138	96	75

3075

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Dubuque, Iowa	Halifax, N.S.	1733	641	546	449	320	258	192	379	323	267	190	133	105	383	326	270	194	137	108
	St. John, N.B.	1456	560	477	392	281	226	169	379	323	267	190	133	105	383	326	270	194	137	108
	Quebec, Que.	1148	481	411	338	243	192	145	379	323	267	190	133	105	383	326	270	194	137	108
	Montreal, Que.	981	437	372	306	218	174	131	379	323	267	190	133	105	381	324	268	192	135	106
	Portland, Me.	1305	500	425	350	250	176	138	379	323	267	190	133	105	383	326	270	194	137	108
	Boston, Mass. (S)	1133	457	389	320	229	160	125	389	333	270	194	137	108	383	326	270	194	137	108
	Boston, Mass. (D)		452	384	317	226	157	124	383	328	267	190	135	107	-	-	-	-	-	-
	New York, N.Y.	1061	439	373	307	219	154	121	389	333	270	194	137	108	383	326	270	194	137	108
	Philadelphia, Pa.	986	421	357	295	211	147	116	382	325	268	192	135	106	381	324	268	192	135	106
	Baltimore, Md.	939	408	348	286	205	143	112	379	323	267	190	133	105	379	323	267	190	133	105
	Norfolk, Va.	1084	445	378	312	223	156	122	379	323	267	190	133	105	379	323	267	190	133	105
	Albany, N.Y.	949	408	348	286	205	143	112	382	325	268	192	135	106	381	324	268	192	135	106
Eldorado, Illinois	Halifax, N.S.	1771	647	550	454	324	260	193	356	303	250	179	123	98	359	307	253	183	127	101
	St. John, N.B.	1494	568	484	400	285	227	171	356	303	250	179	123	98	359	307	253	183	127	101
	Quebec, Que.	1187	488	414	342	244	197	146	356	303	250	179	123	98	359	307	253	183	127	101
	Montreal, Que.	1020	445	376	312	223	179	133	356	303	250	179	123	98	357	305	251	180	124	99
	Portland, Me.	1205	476	405	333	237	167	130	356	303	250	179	123	98	359	307	253	183	127	101
	Boston, Mass. (S)	1133	457	389	320	229	160	125	366	314	253	183	127	101	359	307	253	183	127	101
	Boston, Mass. (D)		452	384	317	226	157	124	359	308	250	179	124	100						
	New York, N.Y.	994	421	357	295	211	147	116	366	314	253	183	127	101	359	307	253	183	127	101
	Philadelphia, Pa.	914	403	342	282	201	141	111	358	306	251	180	124	99	357	305	251	180	124	99
	Baltimore, Md.	830	384	326	269	193	135	106	356	303	250	179	123	98	356	303	250	179	123	98
	Norfolk, Va.	906	403	342	282	201	141	111	356	303	250	179	123	98	356	303	250	179	123	98
	Albany, N.Y.	949	408	348	286	205	143	112	358	306	251	180	124	98	357	305	251	180	124	99
Evansville, Indiana	Halifax, N.S.	1742	641	546	449	320	258	192	345	293	243	173	121	94	349	296	246	177	124	98
	St. John, N.B.	1465	560	477	392	281	226	169	345	293	243	173	121	94	349	296	246	177	124	98
	Quebec, Que.	1158	481	411	338	243	192	145	345	293	243	173	121	94	347	294	244	174	122	95
	Montreal, Que.	991	437	372	306	218	174	131	345	293	243	173	121	94	349	296	246	177	124	98
	Portland, Me.	1174	463	393	324	232	162	128	345	293	243	173	121	94	349	296	246	177	124	98
	Boston, Mass. (S)	1102	452	384	316	226	159	124	355	302	246	177	124	98	-	-	-	-	-	-
	Boston, Mass. (D)		445	379	312	222	156	123	349	298	243	173	122	96	349	296	246	177	124	98
	New York, N.Y.	951	414	352	290	203	145	114	355	302	246	177	124	98	347	294	244	174	122	95
	Philadelphia, Pa.	871	390	332	273	195	137	107	348	295	244	174	122	95	345	293	243	173	121	94
	Baltimore, Md.	787	372	316	261	187	130	103	345	293	243	173	121	94	345	293	243	173	121	94
	Norfolk, Va.	846	384	326	269	193	135	106	345	293	243	173	121	94	347	294	244	174	122	95
	Albany, N.Y.	918	403	342	282	201	141	111	348	295	244	174	122	95						

[fol. 3077]

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Flint, Michigan	Halifax, N.S.	1320	528	449	367	263	211	159	293	245	210	148	104	80	308	262	216	155	108	86
	St. John, N.B.	1043	449	383	314	226	179	136	293	245	210	148	104	80	308	262	216	155	108	86
	Quebec, Que.	735	376	320	263	190	149	114	293	245	210	148	104	80	308	262	216	155	108	86
	Montreal, Que.	568	324	278	227	163	131	98	293	245	210	148	104	80	305	260	213	153	106	83
	Portland, Me.	801	378	322	265	189	133	104	293	245	210	148	104	80	308	262	216	155	108	86
	Boston, Mass. (S)	729	354	301	247	177	124	98	310	263	216	155	108	86	308	262	216	155	108	86
	Boston, Mass. (D)		348	296	244	173	122	96	303	259	212	152	106	84	-	-	-	-	-	-
	New York, N.Y.	657	330	281	230	164	116	90	310	263	216	155	108	86	308	262	216	155	108	86
	Philadelphia, Pa.	663	335	285	235	169	117	92	302	257	213	153	106	83	306	260	213	153	106	83
	Baltimore, Md.	650	330	281	230	164	116	90	300	253	212	152	105	82	305	259	212	152	105	82
	Norfolk, Va.	842	384	326	269	193	135	106	300	253	212	152	105	82	305	259	212	152	105	82
	Albany, N.Y.	545	299	253	210	149	105	82	279	237	197	139	98	76	279	237	197	139	98	76
Flora, Illinois	Halifax, N.S.	1732	641	546	449	320	258	192	345	293	243	173	121	94	349	296	246	177	124	98
	St. John, N.B.	1455	560	477	392	281	226	169	345	293	243	173	121	94	349	296	246	177	124	98
	Quebec, Que.	1148	481	411	338	243	192	145	345	293	243	173	121	94	349	296	246	177	124	98
	Montreal, Que.	981	437	372	306	218	174	131	345	293	243	173	121	94	347	294	244	174	122	95
	Portland, Me.	1160	463	393	324	232	162	128	345	293	243	173	121	94	349	296	246	177	124	98
	Boston, Mass. (S)	1098	445	378	312	223	156	122	355	302	246	177	124	98	349	296	246	177	124	98
	Boston, Mass. (D)		439	373	308	219	154	121	349	298	243	173	122	96	-	-	-	-	-	-
	New York, N.Y.	954	414	352	290	208	145	114	355	302	246	177	124	98	349	296	246	177	124	98
	Philadelphia, Pa.	878	396	336	278	198	139	108	348	295	244	174	122	95	347	294	244	174	122	95
	Baltimore, Md.	805	378	322	265	189	133	104	345	293	243	173	121	94	345	293	243	173	121	94
	Norfolk, Va.	920	403	342	282	201	141	111	345	293	243	173	121	94	345	293	243	173	121	94
	Albany, N.Y.	904	403	342	282	201	141	111	348	295	244	174	122	95	347	294	244	174	122	95
Forrest, Illinois	Halifax, N.S.	1623	616	523	429	307	245	186	340	290	237	171	121	94	343	294	242	174	124	98
	St. John, N.B.	1346	534	454	375	268	214	162	340	290	237	171	121	94	343	294	242	174	124	98
	Quebec, Que.	1039	455	389	319	228	184	138	340	290	237	171	121	94	343	294	242	174	124	98
	Montreal, Que.	872	411	349	289	205	163	122	340	290	237	171	121	94	341	292	239	172	122	95
	Portland, Me.	1109	452	384	316	226	159	124	340	290	237	171	121	94	343	294	242	174	124	98
	Boston, Mass. (S)	1037	432	368	303	217	152	120	350	300	242	174	124	98	343	294	242	174	124	98
	Boston, Mass. (D)		427	364	300	213	148	119	343	295	237	171	122	96	-	-	-	-	-	-
	New York, N.Y.	943	408	348	286	205	143	112	350	300	242	174	124	98	343	294	242	174	124	98
	Philadelphia, Pa.	866	390	332	273	195	137	107	342	293	239	172	122	95	341	292	239	172	122	95
	Baltimore, Md.	819	378	322	265	189	133	104	340	290	237	171	121	94	340	290	237	171	121	94
	Norfolk, Va.	950	408	348	286	205	143	112	340	290	237	171	121	94	340	290	237	171	121	94
	Albany, N.Y.	853	390	332	273	195	137	107	342	293	239	172	122	95	341	292	239	172	122	95

13.

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Fort Wayne, Indiana	Halifax, N.S.	1455	568	484	400	285	227	171	295	251	209	148	104	81	299	254	212	153	107	84
	St. John, N.B.	1178	488	414	342	244	197	146	295	251	209	148	104	81	299	254	212	153	107	84
	Quebec, Que.	871	411	349	289	205	163	122	295	251	209	148	104	81	299	254	212	153	107	84
	Montreal, Que.	704	363	307	253	181	145	110	295	251	209	148	104	81	296	252	210	149	105	82
	Portland, Me.	911	403	342	282	201	141	111	295	251	209	148	104	81	299	254	212	153	107	84
	Boston, Mass. (S)	939	384	326	269	193	135	106	305	261	212	153	107	84	299	254	212	153	107	84
	Boston, Mass. (D)		378	322	266	189	131	105	299	257	209	148	105	83	-	-	-	-	-	-
	New York, N.Y.	744	359	306	252	180	125	99	305	261	212	153	107	84	299	254	212	153	107	84
	Philadelphia, Pa.	668	335	285	235	169	117	92	298	253	210	149	105	82	296	252	210	149	105	82
	Baltimore, Md.	621	323	275	227	162	113	89	295	251	209	148	104	81	295	251	209	148	104	81
	Norfolk, Va.	778	366	311	257	183	128	101	295	251	209	148	104	81	295	251	209	148	104	81
	Albany, N.Y.	655	330	281	230	164	116	90	298	253	210	149	105	82	296	252	210	149	105	82
Fostoria, Ohio	Halifax, N.S.	1400	550	466	384	276	219	165	271	232	192	138	96	75	276	235	195	141	100	80
	St. John, N.B.	1123	471	401	331	236	188	141	271	232	192	138	96	75	276	235	195	141	100	80
	Quebec, Que.	816	390	332	271	197	157	119	271	232	192	138	96	75	276	235	195	141	100	80
	Montreal, Que.	649	342	290	241	173	138	104	271	232	192	138	96	75	273	233	193	139	98	76
	Portland, Me.	812	378	322	265	189	133	104	271	232	192	138	96	75	276	235	195	141	100	80
	Boston, Mass. (S)	740	354	301	247	177	124	98	282	242	195	141	100	80	276	235	195	141	100	80
	Boston, Mass. (D)		348	296	244	173	122	96	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	642	330	281	230	164	116	90	282	242	195	141	100	80	276	235	195	141	100	80
	Philadelphia, Pa.	556	299	253	210	149	105	82	275	234	193	139	98	76	273	233	193	139	98	76
	Baltimore, Md.	519	287	245	201	144	101	80	271	232	192	138	96	75	271	232	192	138	96	75
	Norfolk, Va.	711	348	295	244	171	122	95	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N.Y.	556	299	253	210	149	105	82	271	232	192	138	96	75	271	232	192	138	96	75
Freeport, Illinois	Halifax, N.S.	1664	628	534	441	314	251	188	365	310	254	184	128	101	368	314	259	188	131	105
	St. John, N.B.	1387	542	463	379	271	218	163	365	310	254	184	128	101	368	314	259	188	131	105
	Quebec, Que.	1079	471	401	331	236	188	141	365	310	254	184	128	101	368	314	259	188	131	105
	Montreal, Que.	912	417	354	293	210	165	123	365	310	254	184	128	101	366	311	257	186	129	103
	Portland, Me.	1139	457	389	320	229	160	125	365	310	254	184	128	101	368	314	259	188	131	105
	Boston, Mass. (S)	1067	439	373	307	219	154	121	374	319	259	188	131	105	368	314	259	188	131	105
	Boston, Mass. (D)		432	368	303	216	152	120	368	315	254	184	129	104	-	-	-	-	-	-
	New York, N.Y.	996	421	357	295	211	147	116	374	319	259	188	131	105	368	314	259	188	131	105
	Philadelphia, Pa.	925	403	342	282	201	141	111	367	312	257	186	129	103	366	311	257	186	129	103
	Baltimore, Md.	878	396	336	278	198	139	108	365	310	254	184	128	101	365	310	254	184	128	101
	Norfolk, Va.	1022	427	364	299	213	149	117	365	310	254	184	128	101	365	310	254	184	128	101
	Albany, N.Y.	883	396	336	278	198	139	108	363	307	253	181	128	101	363	307	253	181	128	101

3078

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Galesburg, Illinois	Halifax, N.S.	1729	641	546	449	320	258	192	373	316	262	188	131	104	376	319	266	192	136	107
	St. John, N.B.	1452	553	471	389	278	223	165	373	316	262	188	131	104	376	319	266	192	136	107
	Quebec, Que.	1144	481	411	338	243	192	145	373	316	262	188	131	104	376	319	266	192	136	107
	Montreal, Que.	977	437	372	306	218	174	131	373	316	262	188	131	104	374	317	263	189	133	105
	Portland, Me.	1197	470	399	330	235	164	129	373	316	262	188	131	104	376	319	266	192	136	107
	Boston, Mass. (S)	1125	452	384	316	226	159	124	383	325	266	192	136	107	376	319	266	192	136	107
	Boston, Mass. (D)		445	379	312	222	156	123	376	320	262	188	133	106	-	-	-	-	-	-
	New York, N.Y.	1030	432	368	303	217	152	120	383	325	266	192	136	107	376	319	266	192	136	107
	Philadelphia, Pa.	954	414	352	290	208	145	114	375	318	263	189	133	105	374	317	263	189	133	105
	Baltimore, Md.	901	403	342	282	201	141	111	373	316	262	188	131	104	373	316	262	188	131	104
	Norfolk, Va.	1020	427	364	299	213	149	117	373	316	262	188	131	104	373	316	262	188	131	104
	Albany, N.Y.	941	408	348	286	205	143	112	375	318	263	189	133	105	374	317	263	189	133	105
Gallipolis, Ohio	Halifax, N.S.	1535	580	494	406	290	232	174	250	211	174	123	88	68	253	214	178	127	91	72
	St. John, N.B.	1259	488	414	342	244	197	146	250	211	174	123	88	68	253	214	178	127	91	72
	Quebec, Que.	949	429	365	302	216	173	129	250	211	174	123	88	68	253	214	178	127	91	72
	Montreal, Que.	782	384	326	268	192	153	116	250	211	174	123	88	68	251	212	176	124	89	70
	Portland, Me.	944	432	368	303	217	152	120	250	211	174	123	88	68	253	214	178	127	91	72
	Boston, Mass. (S)	843	384	326	269	193	135	106	260	220	178	127	91	72	253	214	178	127	91	72
	Boston, Mass. (D)		378	322	266	189	131	105	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	616	317	269	222	159	111	88	260	220	178	127	91	72	253	214	178	127	91	72
	Philadelphia, Pa.	536	294	250	206	147	103	81	252	213	176	124	89	70	251	212	176	124	89	70
	Baltimore, Md.	452	269	229	189	136	94	74	250	211	174	123	88	68	250	211	174	123	88	68
	Norfolk, Va.	518	287	245	201	144	101	80	250	211	174	123	88	68	250	211	174	123	88	68
	Albany, N.Y.	688	341	290	239	171	120	94	252	213	176	124	89	70	251	212	176	124	89	70
Genesee, Illinois	Halifax, N.S.	1708	633	538	442	316	253	190	365	310	254	184	128	101	368	314	259	188	131	105
	St. John, N.B.	1431	553	471	389	278	223	165	365	310	254	184	128	101	368	314	259	188	131	105
	Quebec, Que.	1123	477	403	333	237	190	141	365	310	254	184	128	101	368	314	259	188	131	105
	Montreal, Que.	956	429	365	302	216	173	129	365	310	254	184	128	101	366	311	257	186	129	103
	Portland, Me.	1199	470	399	330	235	164	129	365	310	254	184	128	101	368	314	259	188	131	105
	Boston, Mass. (S)	1127	457	389	320	229	160	125	374	319	259	188	131	105	368	314	259	188	131	105
	Boston, Mass. (D)		452	384	317	226	157	124	368	315	254	184	129	104	-	-	-	-	-	-
	New York, N.Y.	1041	432	368	303	217	152	120	374	319	259	188	131	105	368	314	259	188	131	105
	Philadelphia, Pa.	965	414	352	290	208	145	114	367	312	257	186	129	103	366	311	257	186	129	103
	Baltimore, Md.	918	403	342	282	201	141	111	365	310	254	184	128	101	365	310	254	184	128	101
	Norfolk, Va.	1051	439	373	307	219	154	121	365	310	254	184	128	101	365	310	254	184	128	101
	Albany, N.Y.	943	408	348	286	205	143	112	367	312	257	186	129	101	366	311	257	186	129	101

se Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
and Rapids, Michigan	Halifax, N.S.	1430	560	477	392	281	226	169	319	268	226	162	111	86	324	276	229	165	114	91
	St. John, N.B.	1153	481	411	338	243	192	145	319	268	226	162	111	86	324	276	229	165	114	91
	Quebec, Que.	845	403	342	284	202	162	122	319	268	226	162	111	86	324	276	229	165	114	91
	Montreal, Que.	678	358	303	251	179	145	106	319	268	226	162	111	86	322	273	227	163	112	89
	Portland, Me.	910	403	342	282	201	141	111	319	268	226	162	111	86	324	276	229	165	114	91
	Boston, Mass. (S)	838	384	326	269	193	135	105	331	282	229	165	114	91	324	276	229	165	114	91
	Boston, Mass. (D)		378	322	266	189	131	105	324	277	226	162	112	90	-	-	-	-	-	-
	New York, N.Y.	767	366	311	257	183	128	101	331	282	229	165	114	91	324	276	229	165	114	91
	Philadelphia, Pa.	760	359	306	252	180	125	99	323	275	227	163	112	89	322	273	227	163	112	89
	Baltimore, Md.	713	348	295	244	174	122	95	320	271	226	162	111	88	320	271	226	162	111	88
	Norfolk, Va.	905	403	342	282	201	141	111	320	271	226	162	111	88	320	271	226	162	111	88
	Albany, N.Y.	654	330	281	230	164	116	90	302	254	211	149	105	83	302	254	211	149	105	83
eensburg, Indiana	Halifax, N.S.	1584	602	512	420	302	241	181	302	254	211	149	105	83	306	259	214	154	108	87
	St. John, N.B.	1307	523	445	366	262	210	157	302	254	211	149	105	83	306	259	214	154	108	87
	Quebec, Que.	1000	445	376	312	223	179	133	302	254	211	149	105	83	306	259	214	154	108	87
	Montreal, Que.	833	398	338	278	198	159	121	302	254	211	149	105	83	303	257	212	152	106	84
	Portland, Me.	1001	427	364	299	213	149	117	302	254	211	149	105	83	306	259	214	154	108	87
	Boston, Mass. (S)	929	408	348	286	205	143	112	312	265	214	154	108	87	306	259	214	154	108	87
	Boston, Mass. (D)		403	342	283	201	140	111	306	260	211	149	106	86	-	-	-	-	-	-
	New York, N.Y.	787	372	316	261	187	130	103	312	265	214	154	108	87	306	259	214	154	108	87
	Philadelphia, Pa.	707	348	295	244	174	122	95	305	258	212	152	106	84	303	257	212	152	106	84
	Baltimore, Md.	623	323	275	227	162	113	89	302	254	211	149	105	83	302	254	211	149	105	83
	Norfolk, Va.	719	348	295	244	174	122	95	302	254	211	149	105	83	302	254	211	149	105	83
	Albany, N.Y.	745	359	306	252	180	125	99	305	258	212	152	106	84	303	257	212	152	106	84
nderson, Kentucky	Halifax, N.S.	1754	No						350	298	245	176	122	96	354	301	249	179	125	100
	St. John, N.B.	1477			Thru				350	298	245	176	122	96	354	301	249	179	125	100
	Quebec, Que.	1170							350	298	245	176	122	96	354	301	249	179	125	100
	Montreal, Que.	1003					Rates		350	298	245	176	122	96	351	299	246	177	123	98
	Portland, Me.	1186	470	399	330	235	164	129	350	298	245	176	122	96	354	301	249	179	125	100
	Boston, Mass. (S)	1114	452	384	316	226	159	124	359	307	249	179	125	100	354	301	249	179	125	100
	Boston, Mass. (D)		-	-	-	-	-	-	354	302	245	176	123	99	-	-	-	-	-	-
	New York, N.Y.	963	414	352	290	208	145	114	359	307	249	179	125	100	354	301	249	179	125	100
	Philadelphia, Pa.	883	396	336	278	198	139	108	352	300	246	177	123	98	351	299	246	177	123	98
	Baltimore, Md.	799	372	316	261	187	130	103	350	298	245	176	122	96	350	298	245	176	122	96
	Norfolk, Va.	838	384	326	269	193	135	106	350	298	245	176	122	96	350	298	245	176	122	96
	Albany, N.Y.	930	408	348	286	205	143	112	352	300	246	177	123	98	351	299	246	177	123	98

Base Poi

Huntingt

Indiana

Jackson,

3080

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Huntingburg, Indiana	Halifax, N.S.	1718	633	538	442	316	253	190	332	281	232	165	116	92	335	284	235	170	120	96
	St. John, N.B.	1441	553	471	389	278	223	165	332	281	232	165	116	92	335	284	235	170	120	96
	Quebec, Que.	1134	477	403	333	237	190	141	332	281	232	165	116	92	335	284	235	170	120	96
	Montreal, Que.	967	429	365	302	216	173	129	332	281	232	165	116	92	335	284	235	170	120	96
	Portland, Me.	1134	457	389	320	229	160	125	332	281	232	165	116	92	333	282	233	167	117	94
	Boston, Mass. (S)	1062	439	373	307	219	154	121	332	281	232	165	116	92	335	284	235	170	120	96
	Boston, Mass. (D)		432	368	303	216	152	120	341	290	235	170	120	96	335	284	235	170	120	96
	New York, N.Y.	904	403	342	282	201	141	111	335	285	232	165	117	95	-	-	-	-	-	-
	Philadelphia, Pa.	824	378	322	265	189	133	104	341	290	235	170	120	96	335	284	235	170	120	96
	Baltimore, Md.	740	354	301	247	177	124	98	334	283	233	167	117	94	333	282	233	167	117	94
	Norfolk, Va.	800	372	316	261	187	130	103	332	281	232	165	116	92	332	281	232	165	116	92
	Albany, N.Y.	878	396	336	278	198	139	108	334	283	233	167	117	94	332	281	232	165	116	92
Indianapolis, Indiana	Halifax, N.S.	1575	602	512	420	302	241	181	307	262	216	156	106	86	333	282	233	167	117	94
	St. John, N.B.	1298	523	445	366	262	210	157	307	262	216	156	106	86	311	266	219	160	110	89
	Quebec, Que.	991	445	376	312	223	179	133	307	262	216	156	106	86	311	266	219	160	110	89
	Montreal, Que.	824	398	338	278	198	159	121	307	262	216	156	106	86	311	266	219	160	110	89
	Portland, Me.	1006	427	364	299	213	149	117	307	262	216	156	106	86	308	263	217	157	107	87
	Boston, Mass. (S)	934	408	348	286	205	143	112	317	271	219	160	110	89	311	266	219	160	110	89
	Boston, Mass. (D)		403	342	283	201	140	111	311	267	216	156	107	88	311	266	219	160	110	89
	New York, N.Y.	799	372	316	261	187	130	103	317	271	219	160	110	89	-	-	-	-	-	-
	Philadelphia, Pa.	723	354	301	247	177	124	98	310	265	217	157	107	87	311	266	219	160	110	89
	Baltimore, Md.	650	330	281	230	164	116	90	307	262	216	156	106	86	308	263	217	157	107	87
	Norfolk, Va.	766	366	311	257	183	128	101	307	262	216	156	106	86	307	262	216	156	106	86
	Albany, N.Y.	750	359	306	252	180	125	99	310	265	217	157	107	87	308	263	217	157	107	87
Jackson, Michigan	Halifax, N.S.	1382	550	466	384	276	219	165	295	251	209	148	104	81	299	254	212	153	107	84
	St. John, N.B.	1105	471	401	331	236	188	141	295	251	209	148	104	81	299	254	212	153	107	84
	Quebec, Que.	797	390	332	271	197	157	119	295	251	209	148	104	81	299	254	212	153	107	84
	Montreal, Que.	630	338	289	237	171	136	104	295	251	209	148	104	81	296	252	210	149	105	82
	Portland, Me.	854	390	332	273	195	137	107	295	251	209	148	104	81	299	254	212	153	107	84
	Boston, Mass. (S)	782	372	316	261	187	130	103	305	261	212	153	107	84	299	254	212	153	107	84
	Boston, Mass. (D)		366	311	258	183	128	101	299	257	209	148	105	83	-	-	-	-	-	-
	New York, N.Y.	707	348	295	244	174	122	95	305	261	212	153	107	84	299	254	212	153	107	84
	Philadelphia, Pa.	666	335	285	235	169	117	92	298	253	210	149	105	82	296	252	210	149	105	82
	Baltimore, Md.	619	317	269	222	159	111	88	295	251	209	148	104	81	295	251	209	148	104	81
	Norfolk, Va.	811	378	322	265	189	133	104	305	261	212	153	107	84	295	251	209	148	104	81
	Albany, N.Y.	598	311	265	218	156	108	86	290	245	202	146	104	81	290	245	202	146	104	81

3081

17.

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Expert Classes 1	2	3	4	5	6
Kalamazoo, Michigan	Halifax, N.S.	1437	568	484	400	286	227	171	312	267	218	157	110	86	316	270	222	161	113	89
	St. John, N.B.	1160	481	411	338	243	192	145	312	267	218	157	110	86	316	270	222	161	113	89
	Quebec, Que.	852	411	349	289	205	163	122	312	267	218	157	110	86	316	270	222	161	113	89
	Montreal, Que.	685	363	307	253	181	145	110	312	267	218	157	110	86	314	268	219	159	111	87
	Portland, Me.	917	403	342	282	201	141	111	312	267	218	157	110	86	316	270	222	161	113	89
	Boston, Mass. (S)	845	384	326	269	193	135	106	322	277	222	161	113	89	316	270	222	161	113	89
	Boston, Mass. (D)		378	322	266	189	131	106	316	271	218	157	111	88	-	-	-	-	-	-
	New York, N.Y.	774	366	311	257	183	128	101	322	277	222	161	113	89	316	270	222	161	113	89
	Philadelphia, Pa.	730	354	301	247	177	124	98	315	269	219	159	111	87	314	268	219	159	111	87
	Baltimore, Md.	685	341	290	239	171	120	94	312	267	218	157	110	86	312	267	218	157	110	86
	Norfolk, Va.	870	390	332	273	195	137	107	312	267	218	157	110	86	312	267	218	157	110	86
	Albany, N.Y.	661	335	285	235	169	117	92	302	254	211	149	105	83	302	254	211	149	105	83
La Fayette, Indiana	Halifax, N.S.	1553	594	506	417	298	237	179	319	270	223	159	111	88	323	275	227	162	114	91
	St. John, N.B.	1276	517	438	363	260	209	156	319	270	223	159	111	88	323	275	227	162	114	91
	Quebec, Que.	969	437	372	306	218	174	131	319	270	223	159	111	88	323	275	227	162	114	91
	Montreal, Que.	802	390	332	271	197	157	119	319	270	223	159	111	88	320	271	225	160	112	89
	Portland, Me.	1020	427	364	299	213	149	117	319	270	223	159	111	88	323	275	227	162	114	91
	Boston, Mass. (S)	948	408	348	286	205	143	112	330	281	227	162	114	91	323	275	227	162	114	91
	Boston, Mass. (D)		403	342	283	201	140	111	323	276	223	159	112	90	-	-	-	-	-	-
	New York, N.Y.	841	384	326	269	193	135	106	330	281	227	162	114	91	323	275	227	162	114	91
	Philadelphia, Pa.	765	366	311	257	183	128	101	322	273	225	160	112	89	320	271	225	160	112	89
	Baltimore, Md.	699	341	290	239	171	120	94	319	270	223	159	111	88	319	270	223	159	111	88
	Norfolk, Va.	828	384	326	269	193	135	106	322	273	225	160	112	89	320	271	225	160	112	89
	Albany, N.Y.	764	366	311	257	183	128	101	322	273	225	160	112	89	320	271	225	160	112	89
Lansing, Michigan	Halifax, N.S.	1370	550	466	384	276	219	165	302	253	211	153	105	81	307	261	214	156	110	87
	St. John, N.B.	1093	463	392	323	232	186	139	302	253	211	153	105	81	307	261	214	156	110	87
	Quebec, Que.	785	390	332	271	197	157	119	302	253	211	153	105	81	307	261	214	156	110	87
	Montreal, Que.	618	338	289	237	171	136	104	302	253	211	153	105	81	305	259	212	154	107	84
	Portland, Me.	850	384	326	269	193	135	106	302	253	211	153	105	81	307	261	214	156	110	87
	Boston, Mass. (S)	778	366	311	257	183	128	101	314	267	214	156	110	87	307	261	214	156	110	87
	Boston, Mass. (D)		359	306	252	179	125	100	307	262	211	153	107	86	-	-	-	-	-	-
	New York, N.Y.	707	348	295	244	174	122	95	314	267	214	156	110	87	307	261	214	156	110	87
	Philadelphia, Pa.	701	348	295	244	174	122	95	306	260	212	154	107	84	305	259	212	154	107	84
	Baltimore, Md.	654	330	281	230	164	116	90	303	258	211	153	106	83	303	258	211	153	106	83
	Norfolk, Va.	846	384	326	269	193	135	106	303	258	211	153	106	83	303	258	211	153	106	83
	Albany, N.Y.	594	311	265	218	156	108	86	290	245	202	148	104	81	290	245	202	146	104	81

3082

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Lexington, Kentucky	Halifax, N.S.	1633	No						310	263	216	156	110	86	314	267	219	160	113	89
	St. John, N.B.	1357							310	263	216	156	110	86	314	267	219	160	113	89
	Quebec, Que.	1047			Thru				310	263	216	156	110	86	314	267	219	160	113	89
	Montreal, Que.	880						Rates	310	263	216	156	110	86	311	265	217	157	111	87
	Portland, Me.	1045	432	368	303	217	152	120	310	263	216	156	110	86	314	267	219	160	113	89
	Boston, Mass.	973	414	352	290	208	145	114	319	273	219	160	113	89	314	267	219	160	113	89
	New York, N.Y.	790	372	316	261	187	130	103	319	273	219	160	113	89	314	267	219	160	113	89
	Philadelphia, Pa.	710	348	295	244	174	122	95	312	266	217	157	111	87	311	265	217	157	111	87
	Baltimore, Md.	618	317	269	222	159	111	88	310	263	216	156	110	86	310	263	216	156	110	86
	Norfolk, Va.	643	330	281	230	164	116	90	310	263	216	156	110	86	310	263	216	156	110	86
	Albany, N.Y.	812	390	332	273	195	137	107	312	266	217	157	111	87	311	265	217	157	111	87
Lima, Chic	Halifax, N.S.	1436	560	477	392	281	226	169	271	232	192	138	96	75	276	235	195	141	100	80
	St. John, N.B.	1159	481	411	338	243	192	145	271	232	192	138	96	75	276	235	195	141	100	80
	Quebec, Que.	852	403	342	284	202	162	122	271	232	192	138	96	75	276	235	195	141	100	80
	Montreal, Que.	685	358	303	251	179	145	106	271	232	192	138	96	75	273	233	193	139	98	76
	Portland, Me.	867	390	332	273	195	137	107	271	232	192	138	96	75	276	235	195	141	100	80
	Boston, Mass. (S)	795	372	316	261	187	130	103	282	242	195	141	100	80	276	235	195	141	100	80
	Boston, Mass. (D)		366	311	258	183	128	101	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	694	341	290	239	171	120	94	282	242	195	141	100	80	276	235	195	141	100	80
	Philadelphia, Pa.	618	317	269	222	159	111	88	275	234	193	139	98	76	273	233	193	139	98	76
	Baltimore, Md.	566	305	260	213	153	107	84	271	232	192	138	96	75	271	232	192	138	96	75
	Norfolk, Va.	719	348	295	244	174	122	95	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N.Y.	611	317	269	222	159	111	88	275	234	193	139	98	76	273	233	193	139	98	76
Litchfield, Illinois	Halifax, N.S.	1734	641	546	449	320	258	192	359	306	253	181	128	98	364	310	258	186	131	101
	St. John, N.B.	1457	560	477	392	281	226	169	359	306	253	181	128	98	364	310	258	186	131	101
	Quebec, Que.	1150	481	411	338	243	192	145	359	306	253	181	128	98	364	310	258	186	131	101
	Montreal, Que.	983	437	372	306	218	174	131	359	306	253	181	128	98	360	307	254	183	129	99
	Portland, Me.	1201	476	405	333	237	167	130	359	306	253	181	128	98	364	310	258	186	131	101
	Boston, Mass. (S)	1129	457	389	320	229	160	125	369	316	258	186	131	101	364	310	258	186	131	101
	Boston, Mass. (D)		452	384	317	226	157	124	364	311	253	181	129	100	-	-	-	-	-	-
	New York, N.Y.	1006	427	364	299	213	149	117	369	316	258	186	131	101	364	310	258	186	131	101
	Philadelphia, Pa.	930	408	348	286	205	143	112	363	308	254	183	129	99	360	307	254	183	129	99
	Baltimore, Md.	857	390	332	273	195	137	107	359	306	253	181	128	98	359	306	253	181	128	98
	Norfolk, Va.	973	414	352	290	208	145	114	359	306	253	181	128	98	359	306	253	181	128	98
	Albany, N.Y.	945	408	348	286	205	143	112	363	308	254	183	129	99	360	307	254	183	129	99

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Logan, Ohio	Halifax, N.S.	1499	553	471	389	278	223	165	243	205	171	122	86	68	246	209	174	125	89	72
	St. John, N.B.	1223	477	403	333	237	190	141	243	205	171	122	86	68	246	209	174	125	89	72
	Quebec, Que.	913	424	359	296	211	171	128	243	205	171	122	86	68	246	209	174	125	89	72
	Montreal, Que.	746	373	316	262	188	148	111	243	205	171	122	86	68	244	206	172	123	87	70
	Portland, Me.	895	396	336	278	198	139	108	243	205	171	122	86	68	246	209	174	125	89	72
	Boston, Mass. (S)	794	372	316	261	187	130	103	252	214	174	125	89	72	246	209	174	125	89	72
	Boston, Mass. (D)		356	311	258	183	128	101	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	567	305	260	213	153	107	84	252	214	174	125	89	72	246	209	174	125	89	72
	Philadelphia, Pa.	487	282	239	197	141	99	78	245	208	172	123	87	70	244	206	172	123	87	70
	Baltimore, Md.	403	258	218	180	129	90	71	243	205	171	122	86	68	243	205	171	122	86	68
	Norfolk, Va.	559	299	253	210	149	105	82	254	216	179	129	89	70	243	205	171	122	86	68
	Albany, N.Y.	639	323	275	227	162	113	89	245	208	172	123	87	70	244	206	172	123	87	70
Logansport, Indiana	Halifax, N.S.	1516	588	501	412	295	236	176	310	263	216	156	110	86	314	267	219	160	113	89
	St. John, N.B.	1239	507	431	353	254	202	153	310	263	216	156	110	86	314	267	219	160	113	89
	Quebec, Que.	932	429	365	302	216	173	129	310	263	216	156	110	86	314	267	219	160	113	89
	Montreal, Que.	765	376	320	263	190	149	114	310	263	216	156	110	86	311	265	217	157	111	87
	Portland, Me.	983	421	357	295	211	147	116	310	263	216	156	110	86	314	267	219	160	113	89
	Boston, Mass. (S)	911	403	342	282	201	141	111	319	273	219	160	113	89	314	267	219	160	113	89
	Boston, Mass. (D)		396	338	278	197	139	110	314	268	216	156	111	88	-	-	-	-	-	-
	New York, N.Y.	816	378	322	265	189	133	104	319	273	219	160	113	89	314	267	219	160	113	89
	Philadelphia, Pa.	740	354	301	247	177	124	98	312	266	217	157	111	87	311	265	217	157	111	87
	Baltimore, Md.	677	335	285	235	169	117	92	310	263	216	156	110	86	310	263	216	156	110	86
	Norfolk, Va.	806	378	322	265	189	133	104	310	263	216	156	110	86	310	263	216	156	110	86
	Albany, N.Y.	727	354	301	247	177	124	98	312	266	217	157	111	87	311	265	217	157	111	87
Louisville, Kentucky	Halifax, N.S.	1662	620	528	437	312	250	188	316	268	223	159	111	88	319	271	227	162	114	91
	St. John, N.B.	1386	542	463	379	271	218	163	316	268	223	159	111	88	319	271	227	162	114	91
	Quebec, Que.	1076	463	392	323	232	186	139	316	268	223	159	111	88	319	271	227	162	114	91
	Montreal, Que.	909	417	354	293	210	165	123	316	268	223	159	111	88	317	269	225	160	112	89
	Portland, Me.	1073	439	373	307	219	154	121	316	268	223	159	111	88	319	271	227	162	114	91
	Boston, Mass. (S)	1001	427	364	299	213	149	117	325	278	227	162	114	91	319	271	227	162	114	91
	Boston, Mass. (D)		421	358	295	210	147	116	319	273	223	159	112	90	-	-	-	-	-	-
	New York, N.Y.	834	384	326	269	193	135	106	325	278	227	162	114	91	319	271	227	162	114	91
	Philadelphia, Pa.	754	359	306	252	180	125	99	318	270	225	160	112	89	317	269	225	160	112	89
	Baltimore, Md.	670	335	285	235	169	117	92	316	268	223	159	111	88	316	268	223	159	111	88
	Norfolk, Va.	727	354	301	247	177	124	98	316	268	223	159	111	88	316	268	223	159	111	88
	Albany, N.Y..	817	378	322	265	189	133	104	318	270	225	160	112	89	317	269	225	160	112	89

[fol. 3085]

Rate Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export 20. Classes 1	2	3	4	5	6
Bridgington, Michigan	Halifax, N.S.	1484	580	494	416	29[illegible]	232	174	342	289	245	174	121	92	357	306	249	179	127	98
	St. John, N.B.	1207	497	424	349	25[illegible]	198	148	342	289	245	174	121	92	357	306	249	179	127	98
	Quebec, Que.	899	429	365	302	216	17[illegible]	129	[illegible]42	289	245	174	121	92	357	306	249	179	127	98
	Montreal, Que.	732	373	316	262	188	148	111	342	289	245	174	121	92	355	303	246	177	124	95
	Portland, Me.	963	414	352	290	208	145	114	342	289	245	174	121	92	357	306	249	179	127	98
	Boston, Mass. (S)	891	396	336	278	198	139	108	359	306	249	179	127	98	357	306	249	179	127	98
	Boston, Mass. (D)		390	332	275	195	137	107	354	301	245	176	124	96	-	-	-	-	-	-
	New York, N.Y.	820	378	322	265	189	133	104	359	306	249	179	127	98	357	306	249	179	127	98
	Philadelphia, Pa.	826	384	326	269	193	135	106	352	299	246	177	124	95	355	303	246	177	124	95
	Baltimore, Md.	809	378	322	265	189	133	104	350	296	245	176	123	94	354	302	245	176	123	94
	Norfolk, Va.	1001	427	364	299	213	149	117	350	296	245	176	123	94	354	302	245	176	123	94
	Albany, N.Y.	711	348	295	244	174	122	95	331	279	232	165	116	92	331	279	232	165	116	92
Manistique, Michigan	Halifax, N.S.	1476	616	523	429	307	245	186	379	32[illegible]	270	192	133	104	398	338	278	198	139	110
	St. John, N.B.	1199	528	449	367	263	211	159	379	320	270	192	133	104	398	338	278	198	139	110
	Quebec, Que.	878	455	389	319	228	184	138	379	320	270	192	133	104	398	338	278	198	139	110
	Montreal, Que.	731	403	342	284	202	162	122	379	320	270	192	133	104	395	335	276	196	137	107
	Portland, Me.	1089	445	378	312	223	156	122	379	320	270	192	133	104	398	338	278	198	139	110
	Boston, Mass. (S)	1017	427	364	299	213	149	117	398	338	278	198	139	110	398	338	278	198	139	110
	Boston, Mass. (D)		421	358	295	210	147	116	391	333	275	195	137	108	-	-	-	-	-	-
	New York, N.Y.	945	408	348	286	205	143	112	398	338	278	198	139	110	398	338	278	198	139	110
	Philadelphia, Pa.	951	414	352	290	208	146	114	390	331	276	196	137	107	395	335	276	196	137	107
	Baltimore, Md.	940	408	348	286	205	143	112	388	328	275	195	136	106	393	334	275	195	136	106
	Norfolk, Va.	1132	457	389	320	229	160	125	388	328	275	195	136	106	393	334	275	195	136	106
	Albany, N.Y.	833	384	326	269	193	135	106	365	310	254	184	128	101	365	310	254	184	128	101
Mansfield, Ohio	Halifax, N.S.	1390	550	466	384	276	219	165	258	218	181	129	89	70	261	222	186	133	92	73
	St. John, N.B.	1114	471	401	331	236	188	141	258	218	181	129	89	70	261	222	186	133	92	73
	Quebec, Que.	804	390	332	271	197	157	119	258	218	181	129	89	70	261	222	186	133	92	73
	Montreal, Que.	637	342	290	241	173	138	104	258	218	181	129	89	70	259	219	183	130	90	71
	Portland, Me.	803	378	322	265	189	133	104	258	218	181	129	89	70	261	222	186	133	92	73
	Boston, Mass.	731	354	301	247	177	124	98	267	228	186	133	92	73	261	222	186	133	92	73
	New York, N.Y.	608	317	269	222	159	111	88	267	228	186	133	92	73	259	219	183	130	90	71
	Philadelphia, Pa.	532	294	250	206	147	103	81	260	220	183	130	90	71	258	218	181	129	89	70
	Baltimore, Md.	485	282	239	197	141	99	78	258	218	181	129	89	70	271	232	192	138	96	75
	Norfolk, Va.	677	335	285	235	169	117	92	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N.Y.	547	299	253	210	149	105	82	260	220	183	130	90	71	259	219	183	130	90	71

3085

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Marinette, Wisconsin	Halifax, N.S.	1592	606	514	425	303	243	181	348	293	250	176	121	94	365	310	254	184	128	101
	St. John, N.B.	1315	523	445	366	262	210	157	348	293	250	176	121	94	365	310	254	184	128	101
	Quebec, Que.	1007	449	383	314	226	179	136	348	293	250	176	121	94	365	310	254	184	128	101
	Montreal, Que.	840	403	342	284	202	162	122	348	293	250	176	121	94	363	307	252	181	125	99
	Portland, Me.	1069	439	373	307	219	154	121	348	293	250	176	121	94	365	310	254	184	128	101
	Boston, Mass. (S)	997	421	357	295	211	147	116	365	310	254	184	128	101	365	310	254	184	128	101
	Boston, Mass. (D)		414	352	292	208	145	114	358	305	251	180	125	100	-	-	-	-	-	-
	New York, N.Y.	925	403	342	282	201	141	111	365	310	254	184	128	101	365	310	254	184	128	101
	Philadelphia, Pa.	931	408	348	286	205	143	112	357	302	252	181	125	99	363	307	252	181	125	99
	Baltimore, Md.	920	403	342	282	201	141	111	355	300	251	180	124	98	360	306	251	180	124	98
	Norfolk, Va.	1112	452	384	316	226	159	124	355	300	251	180	124	98	360	306	251	180	124	98
	Albany, N.Y.	813	378	322	265	189	133	104	333	284	233	169	119	92	333	284	233	169	119	92
Marion, Illinois	Halifax, N.S.	1805	660	563	463	332	263	198	363	307	253	181	128	101	366	311	258	186	131	105
	St. John, N.B.	1528	580	494	406	290	232	174	363	307	253	181	128	101	366	311	258	186	131	105
	Quebec, Que.	1221	501	428	350	251	201	149	363	307	253	181	128	101	366	311	258	186	131	105
	Montreal, Que.	1054	455	389	319	228	184	138	363	307	253	181	128	101	364	308	254	183	129	103
	Portland, Me.	1247	481	409	338	242	169	133	363	307	253	181	128	101	366	311	258	186	131	105
	Boston, Mass. (S)	1175	463	393	324	232	162	128	372	317	258	186	131	105	366	311	258	186	131	105
	Boston, Mass. (D)		457	389	320	228	160	127	366	312	253	181	129	104	-	-	-	-	-	-
	New York, N.Y.	1036	432	368	303	217	152	120	372	317	258	186	131	105	366	311	258	186	131	105
	Philadelphia, Pa.	956	414	352	290	208	145	114	365	310	254	183	129	103	364	308	254	183	129	103
	Baltimore, Md.	872	390	332	273	195	137	107	363	307	253	181	128	101	363	307	253	181	128	101
	Norfolk, Va.	945	408	348	286	205	143	112	363	307	253	181	128	101	363	307	253	181	128	101
	Albany, N.Y.	991	421	357	295	211	147	116	365	310	254	183	129	103	364	308	254	183	129	103
Marion, Ohio	Halifax, N.S.	1414	553	471	389	278	223	165	263	226	186	133	92	71	267	229	189	137	96	74
	St. John, N.B.	1138	477	403	333	237	190	141	263	226	186	133	92	71	267	229	189	137	96	74
	Quebec, Que.	828	398	338	278	198	159	121	263	226	186	133	92	71	267	229	189	137	96	74
	Montreal, Que.	661	349	296	244	174	139	105	263	226	186	133	92	71	265	227	187	135	94	72
	Portland, Me.	825	378	322	265	189	133	104	263	226	186	133	92	71	267	229	189	137	96	74
	Boston, Mass. (S)	753	359	306	252	180	125	99	273	235	189	137	96	74	267	229	189	137	96	74
	Boston, Mass. (D)		354	301	249	177	123	98	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	645	330	281	230	164	116	90	273	235	189	137	96	74	267	229	189	137	96	74
	Philadelphia, Pa.	569	305	260	213	153	107	84	266	228	187	135	94	72	265	227	187	135	94	72
	Baltimore, Md.	522	294	250	206	147	103	81	263	226	186	133	92	71	263	226	186	133	92	71
	Norfolk, Va.	677	335	285	235	169	117	92	263	226	186	133	92	71	263	226	186	133	92	71
	Albany, N.Y.	569	305	260	213	153	107	84	266	228	187	135	94	72	265	227	187	135	94	72

3086

1.

22.

6	Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
101	...ton, Illinois	Halifax, N.S.	1068	620	528	437	312	250	188	340	290	237	171	121	94	343	294	242	174	124	98
101		St. John, N.B.	1391	542	463	379	271	218	163	340	290	237	171	121	94	343	294	242	174	124	98
101		Quebec, Que.	1084	471	401	331	236	188	141	340	290	237	171	121	94	343	294	242	174	124	98
99		Montreal, Que.	917	417	354	293	210	165	123	340	290	237	171	121	94	341	292	239	172	122	95
101		Portland, Me.	1132	457	389	320	229	160	125	340	290	237	171	121	94	343	294	242	174	124	98
101		Boston, Mass. (S)	1060	439	373	307	219	154	121	350	300	242	174	124	98	343	294	242	174	124	98
-		Boston, Mass. (D)		432	368	303	216	152	120	343	295	237	171	122	96	-	-	-	-	-	-
101		New York, N.Y.	928	408	348	286	205	143	112	350	300	242	174	124	98	343	294	242	174	124	98
99		Philadelphia, Pa.	852	390	332	273	195	137	107	342	293	239	172	122	95	341	292	239	172	122	95
98		Baltimore, Md.	778	366	311	257	183	128	101	340	290	237	171	121	94	340	290	237	171	121	94
98		Norfolk, Va.	894	393	336	278	198	139	108	340	290	237	171	121	94	340	290	237	171	121	94
92		Albany, N.Y.	876	396	336	278	198	139	108	342	293	239	172	122	95	341	292	239	172	122	95
105	...land City, Ohio	Halifax, N.S.	1521	580	494	406	290	232	174	270	228	190	136	94	75	275	232	194	139	98	80
105		St. John, N.B.	1245	501	428	350	251	201	149	270	228	190	136	94	75	275	232	194	139	98	80
105		Quebec, Que.	935	429	365	302	216	173	129	270	228	190	136	94	75	275	232	194	139	98	80
105		Montreal, Que.	768	376	320	263	190	149	114	270	228	190	136	94	75	271	229	192	137	95	76
105		Portland, Me.	938	408	348	286	205	143	112	270	228	190	136	94	75	275	232	194	139	98	80
105		Boston, Mass. (S)	866	390	332	273	195	137	107	281	237	194	139	98	80	275	232	194	139	98	80
-		Boston, Mass. (D)		384	326	269	192	135	106	-	-	-	-	-	-	-	-	-	-	-	-
105		New York, N.Y.	685	341	290	239	171	120	94	281	237	194	139	98	80	275	232	194	139	98	80
103		Philadelphia, Pa.	605	317	269	222	159	111	88	273	230	192	137	95	76	271	229	192	137	95	76
101		Baltimore, Md.	521	294	250	206	147	103	81	270	228	190	136	94	75	270	238	190	136	94	75
101		Norfolk, Va.	642	336	281	230	164	116	90	270	228	190	136	94	75	270	238	190	136	94	75
103		Albany, N.Y.	682	341	290	239	171	120	94	273	230	192	137	95	76	271	229	192	137	95	76
74	...waukee, Wisconsin	Halifax, N.S.	1544	594	506	417	298	237	179	348	293	245	176	121	94	354	301	249	179	125	100
74		St. John, N.B.	1267	507	431	356	254	202	153	348	293	245	176	121	94	354	301	249	179	125	100
74		Quebec, Que.	959	437	372	306	218	174	131	348	293	245	176	121	94	354	301	249	179	125	100
72		Montreal, Que.	792	390	332	271	197	157	119	348	293	245	176	121	94	351	299	246	177	123	98
74		Portland, Me.	1025	432	368	303	217	152	120	348	293	245	176	121	94	354	301	249	179	125	100
74		Boston, Mass. (S)	953	414	352	290	208	145	114	359	307	249	179	125	100	354	301	249	179	125	100
-		Boston, Mass. (D)		408	348	286	204	143	113	354	302	245	176	123	99	-	-	-	-	-	-
74		New York, N.Y.	881	396	336	278	198	139	108	359	307	249	179	125	100	354	301	249	179	125	100
72		Philadelphia, Pa.	878	396	336	278	198	139	108	352	300	246	177	123	98	351	299	246	177	123	98
71		Baltimore, Md.	831	384	326	269	193	135	106	350	298	245	176	122	96	350	298	245	176	122	96
71		Norfolk, Va.	999	421	357	295	211	147	116	350	298	245	176	122	96	350	298	245	176	122	96
72		Albany, N.Y.	769	366	311	257	183	128	101	333	284	233	169	119	92	333	284	233	169	119	92

3087

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Mt. Carmel, Illinois	Halifax, N.S.	1714	620	528	437	312	250	188	340	290	237	171	121	94	343	294	242	174	124	98
	St. John, N.B.	1437	542	463	379	271	218	163	340	290	237	171	121	94	343	294	242	174	124	98
	Quebec, Que.	1130	463	392	323	232	186	139	340	290	237	171	121	94	343	294	242	174	124	98
	Montreal, Que.	963	417	354	293	210	165	123	340	290	237	171	121	94	341	292	239	172	122	95
	Portland, Me.	1155	463	393	324	232	182	128	340	290	237	171	121	94	343	294	242	174	124	98
	Boston, Mass. (S)	1083	445	378	312	223	156	122	350	300	242	174	124	98	343	294	242	174	124	98
	Boston, Mass. (D)		439	373	308	219	154	121	343	295	237	171	122	96	-	-	-	-	-	-
	New York, N.Y.	944	408	348	286	205	143	112	350	300	242	174	124	98	343	294	242	174	124	98
	Philadelphia, Pa.	864	390	332	273	195	137	107	342	293	239	172	122	95	341	292	239	172	122	95
	Baltimore, Md.	780	366	311	257	183	128	101	340	290	237	171	121	94	340	290	237	171	121	94
	Norfolk, Va.	877	396	336	278	198	139	108	340	290	237	171	121	94	340	290	237	171	121	94
	Albany, N.Y.	899	396	336	278	198	139	108	342	293	239	172	122	95	341	292	239	172	122	95
Muncie, Indiana	Halifax, N.S.	1521	588	501	412	295	236	176	295	251	209	148	104	81	299	254	212	153	107	84
	St. John, N.B.	1244	507	431	356	254	202	153	295	251	209	148	104	81	299	254	212	153	107	84
	Quebec, Que.	937	429	365	302	216	173	129	295	251	209	148	104	81	299	254	212	153	107	84
	Montreal, Que.	770	376	320	263	190	149	114	295	251	209	148	104	81	296	252	210	149	105	82
	Portland, Me.	951	414	352	290	208	145	114	295	251	209	148	104	81	299	254	212	153	107	84
	Boston, Mass. (S)	879	396	336	278	198	139	108	305	261	212	153	107	84	299	254	212	153	107	84
	Boston, Mass. (D)		390	332	275	195	137	107	299	257	209	148	105	83	-	-	-	-	-	-
	New York, N.Y.	756	359	306	252	180	125	99	305	261	212	153	107	84	299	254	212	153	107	84
	Philadelphia, Pa.	680	335	285	235	169	117	92	298	253	210	149	105	82	296	252	210	149	105	82
	Baltimore, Md.	614	317	269	222	159	111	88	295	251	209	148	104	81	295	251	209	148	104	81
	Norfolk, Va.	743	359	306	252	180	125	99	295	251	209	148	104	81	295	251	209	148	104	81
	Albany, N.Y.	695	341	290	239	171	120	94	298	253	210	149	105	82	296	252	210	149	105	82
Muskegon, Michigan	Halifax, N.S.	1466	576	488	403	289	232	173	324	276	227	163	114	88	328	282	230	167	119	92
	St. John, N.B.	1189	480	414	342	244	197	146	324	276	227	163	114	88	328	282	230	167	119	92
	Quebec, Que.	881	417	354	293	210	165	123	324	276	227	163	114	88	328	282	230	167	119	92
	Montreal, Que.	714	366	312	258	184	146	110	324	276	227	163	114	88	325	279	228	164	116	90
	Portland, Me.	946	408	348	286	205	143	112	324	276	227	163	114	88	328	282	230	167	119	92
	Boston, Mass. (S)	874	390	332	273	195	137	107	334	287	230	167	119	92	328	282	230	167	119	92
	Boston, Mass. (D)		384	326	269	192	135	106	328	283	227	163	116	91	-	-	-	-	-	-
	New York, N.Y.	803	378	322	265	189	133	104	334	287	230	167	119	92	328	282	230	167	119	92
	Philadelphia, Pa.	800	377	316	261	187	130	103	326	281	228	164	116	90	326	279	228	164	116	90
	Baltimore, Md.	753	359	306	252	180	125	99	324	278	227	163	114	89	324	278	227	163	114	89
	Norfolk, Va.	945	408	348	286	205	143	112	324	278	227	163	114	89	324	278	227	163	114	89
	Albany, N.Y.	690	341	290	239	171	120	94	314	267	219	157	110	88	314	267	219	157	110	88

3088

23.

24

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5
Newark, Ohio	Halifax, N.S.	1443	553	471	389	278	223	165	245	210	173	123	88	68	249	213	177	127	91
	St. John, N.B.	1167	477	403	333	237	190	141	245	210	173	123	88	68	249	213	177	127	91
	Quebec, Que.	857	398	338	278	198	159	121	245	210	173	123	88	68	249	213	177	127	91
	Montreal, Que.	690	349	296	244	174	139	105	245	210	173	123	88	68	246	211	174	124	89
	Portland, Me.	853	390	332	273	195	137	107	245	210	173	123	88	68	249	213	177	127	91
	Boston, Mass.	781	372	316	261	187	130	103	254	219	177	127	91	72	249	213	177	127	91
	New York, N.Y	588	311	265	218	156	108	86	254	219	177	127	91	72	249	213	177	127	91
	Philadelphia, Pa.	512	287	245	201	144	101	80	247	212	174	124	89	70	246	211	174	124	89
	Baltimore, Md.	463	276	234	193	138	96	75	245	210	173	123	88	68	245	210	173	123	88
	Norfolk, Va.	630	323	275	227	162	113	89	254	216	179	129	89	70	254	216	179	129	89
	Albany, N.Y.	597	311	265	218	156	108	86	247	212	174	124	89	70	246	211	174	124	89
North Vernon, Indiana	Halifax, N.S.	1609	606	514	425	303	243	181	302	254	211	149	105	83	306	259	214	154	108
	St. John, N.B.	1332	528	449	367	263	211	159	302	254	211	149	105	83	306	259	214	154	108
	Quebec, Que.	1025	449	383	314	226	179	136	302	254	211	149	105	83	306	259	214	154	108
	Montreal, Que.	858	403	342	284	202	162	122	302	254	211	149	105	83	303	257	212	152	106
	Portland, Me.	1026	432	368	303	217	152	120	302	254	211	149	105	83	306	259	214	154	108
	Boston, Mass. (S)	954	414	352	290	208	145	114	312	265	214	154	108	87	306	259	214	154	108
	Boston, Mass. (D)		400	340	286	204	143	113	306	260	211	149	106	86	-	-	-	-	-
	New York, N.Y.	796	372	316	261	187	130	103	312	265	214	154	108	87	306	259	214	154	108
	Philadelphia, Pa.	710	348	295	244	174	122	95	305	258	212	152	106	84	303	257	212	152	106
	Baltimore, Md.	632	323	275	227	162	113	89	302	254	211	149	105	82	302	254	211	149	105
	Norfolk, Va.	729	354	301	247	177	124	98	302	254	211	149	105	82	302	254	211	149	105
	Albany, N.Y.	770	366	311	257	183	128	101	305	258	212	152	106	84	303	257	212	152	106
Pana, Illinois	Halifax, N.S.	1701	633	538	442	316	253	190	350	298	245	176	122	96	354	301	249	179	125
	St. John, N.B.	1424	553	471	389	278	223	165	350	298	245	176	122	96	354	301	249	179	125
	Quebec, Que.	1117	477	403	333	237	190	141	350	298	245	176	122	96	354	301	249	179	125
	Montreal, Que.	950	429	365	302	216	173	129	350	298	245	176	122	96	351	299	246	177	123
	Portland, Me.	1165	463	393	324	232	162	128	350	298	245	176	122	96	354	301	249	179	125
	Boston, Mass. (S)	1093	445	378	312	223	156	122	359	307	249	179	125	100	354	301	249	179	125
	Boston, Mass. (D)		439	373	308	219	154	121	354	302	245	176	123	99	-	-	-	-	-
	New York, N.Y.	966	414	352	290	208	145	114	359	307	249	179	125	100	354	301	249	179	125
	Philadelphia, Pa.	890	396	336	278	198	139	108	352	300	246	177	123	98	351	299	246	177	123
	Baltimore, Md.	817	378	322	265	189	133	104	350	298	245	176	122	96	350	298	245	176	122
	Norfolk, Va.	933	408	348	286	205	143	112	350	298	245	176	122	96	350	298	245	176	122
	Albany, N.Y.	909	403	342	282	201	141	111	352	300	246	177	123	98	351	299	246	177	123

3089

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Parkersburg, West Virginia	Halifax, N.S.	1497	568	484	400	285	227	171	568	484	400	285	227	171	568	484	400	285	227	171
	St. John, N.B.	1221	488	414	342	244	197	146	488	414	342	244	197	146	488	414	342	244	197	146
	Quebec, Que.	911	411	349	289	205	163	122	411	349	289	205	163	122	411	349	289	205	163	122
	Montreal, Que.	744	366	312	258	184	146	110	366	312	258	184	146	110	366	312	258	184	146	110
	Portland, Me.	858	390	332	273	195	137	107	340	290	237	171	121	94	340	290	237	171	121	94
	Boston, Mass.	757	359	306	252	180	125	99	229	197	160	114	81	66	229	197	160	114	81	66
	New York, N.Y.	530	294	250	206	147	103	81	229	197	160	114	81	66	229	197	160	114	81	66
	Philadelphia, Pa.	450	269	229	189	136	94	74	222	190	157	112	78	64	222	190	157	112	78	64
	Baltimore, Md.	366	245	209	172	123	86	67	219	188	156	111	76	63	219	188	156	111	76	63
	Norfolk, Va.	558	299	255	210	149	105	82	265	226	183	133	92	73	265	226	183	133	92	73
	Albany, N.Y.	324	323	275	227	162	113	89	222	190	157	112	78	64	222	190	157	112	78	64
Peoria, Illinois	Halifax, N.S.	1688	628	534	441	314	251	188	356	303	250	179	123	98	359	307	253	183	127	101
	St. John, N.B.	1411	550	466	384	276	219	165	356	303	250	179	123	98	359	307	253	183	127	101
	Quebec, Que.	1104	471	401	331	236	188	141	356	303	250	179	123	98	359	307	253	183	127	101
	Montreal, Que.	937	424	359	296	211	171	128	356	303	250	179	123	98	357	305	251	180	124	99
	Portland, Me.	1155	463	393	324	232	162	128	356	303	250	179	123	98	359	307	253	183	127	101
	Boston, Mass. (S)	1083	445	378	312	223	156	122	366	314	253	183	127	101	359	307	253	183	127	101
	Boston, Mass. (D)		439	373	308	219	154	121	359	308	250	179	124	100	-	-	-	-	-	-
	New York, N.Y.	988	421	357	295	211	147	116	366	314	253	183	127	101	359	307	253	183	127	101
	Philadelphia, Pa.	912	403	342	282	201	141	111	358	306	251	180	124	99	357	305	251	180	124	99
	Baltimore, Md.	849	384	326	269	193	135	106	356	303	250	179	123	98	356	303	250	179	123	98
	Norfolk, Va.	968	414	352	290	208	145	114	356	303	250	179	123	98	356	303	250	179	123	98
	Albany, N.Y.	899	396	336	278	198	139	108	358	306	251	180	124	98	357	305	251	180	124	98
Painesville, Ohio	Halifax, N.S.	1283	517	438	363	260	209	156	244	209	171	122	86	68	247	212	174	125	89	72
	St. John, N.B.	1007	445	376	312	223	179	133	244	209	171	122	86	68	247	212	174	125	89	72
	Quebec, Que.	897	363	307	253	181	145	110	244	209	171	122	86	68	247	212	174	125	89	72
	Montreal, Que.	830	307	262	216	156	122	92	244	209	171	122	86	68	245	210	172	123	87	70
	Portland, Me.	696	341	290	239	171	120	94	244	209	171	122	86	68	247	212	174	125	89	72
	Boston, Mass.	624	323	275	227	162	113	89	253	218	174	125	89	72	247	212	174	125	89	72
	New York, N.Y.	538	294	250	206	147	103	81	253	218	174	125	89	72	247	212	174	125	89	72
	Philadelphia, Pa.	475	276	234	193	138	96	75	246	211	172	123	87	70	245	210	172	123	87	70
	Baltimore, Md.	442	269	229	189	136	94	74	244	209	171	122	86	68	244	209	171	122	86	68
	Norfolk, Va.	634	323	275	227	162	113	89	295	251	209	148	104	81	295	251	209	148	104	81
	Albany, N.Y.	440	263	225	184	131	92	72	244	209	171	122	86	68	244	209	171	122	86	68

3090

Base Point	Port	Short Line Miles	Domestic Classes						Import Classes						Export Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Petoskey, Michigan	Halifax, N.S.	1484	580	494	406	290	232	174	350	296	251	179	122	94	367	314	258	186	129	101
	St. John, N.B.	1207	497	424	349	250	198	148	350	296	251	179	122	94	367	314	258	186	129	101
	Quebec, Que.	885	424	359	296	211	171	128	350	296	251	179	122	94	367	314	258	186	129	101
	Montreal, Que.	739	376	320	263	190	149	114	350	296	251	179	122	94	367	314	258	186	129	101
	Portland, Me.	980	421	357	295	211	147	116	350	296	251	179	122	94	365	311	254	183	127	99
	Boston, Mass. (S)	908	403	342	282	201	141	111	350	296	251	179	122	94	367	314	258	186	129	101
	Boston, Mass. (D)		396	338	278	197	139	110	367	314	258	186	129	101	367	314	258	186	129	101
	New York, N.Y.	837	384	326	269	193	135	106	360	308	253	181	127	100	-	-	-	-	-	-
	Philadelphia, Pa.	843	384	326	269	193	135	106	367	314	258	186	129	101	367	314	258	186	129	101
	Baltimore, Md.	841	384	326	269	193	135	106	359	306	254	183	127	99	365	311	254	183	127	99
	Norfolk, Va.	1039	432	368	303	217	152	120	357	303	253	181	125	98	364	310	253	181	125	98
	Albany, N.Y.	724	354	301	247	177	124	98	338	289	237	171	119	94	364	310	253	181	125	98
Piqua, Ohio	Halifax, N.S.	1479	576	488	403	289	232	173	271	232	192	138	96	75	338	289	237	171	119	94
	St. John, N.B.	1202	497	424	349	250	198	148	271	232	192	138	96	75	276	235	195	141	100	80
	Quebec, Que.	895	417	354	293	210	165	123	271	232	192	138	96	75	276	235	195	141	100	80
	Montreal, Que.	728	373	316	262	188	148	111	271	232	192	138	96	75	276	235	195	141	100	80
	Portland, Me.	897	396	336	278	198	139	108	271	232	192	138	96	75	273	233	193	139	98	76
	Boston, Mass. (S)	825	378	322	265	189	133	104	282	242	195	141	100	80	276	235	195	141	100	80
	Boston, Mass. (D)		372	317	261	186	130	103	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	692	341	290	239	171	120	94	282	242	195	141	100	80	276	235	195	141	100	80
	Philadelphia, Pa.	618	317	269	222	159	111	88	271	232	193	139	98	76	273	233	193	139	98	76
	Baltimore, Md.	552	299	253	210	149	105	82	271	232	192	138	96	75	271	232	192	138	96	75
	Norfolk, Va.	690	341	290	239	171	120	94	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N.Y.	641	330	281	230	164	116	90	275	234	193	139	98	76	273	233	193	139	98	76
Plymouth, Indiana	Halifax, N.S.	1514	580	494	406	290	232	174	310	263	216	156	110	86	314	267	219	160	113	89
	St. John, N.B.	1237	501	428	350	251	201	149	310	263	216	156	110	86	314	267	219	160	113	89
	Quebec, Que.	929	424	359	296	211	171	128	310	263	216	156	110	86	314	267	219	160	113	89
	Montreal, Que.	762	373	316	262	188	148	111	310	263	216	156	110	86	314	267	219	160	113	89
	Portland, Me.	978	421	357	295	211	147	116	310	263	216	156	110	86	311	265	217	157	111	87
	Boston, Mass.(S)	906	403	342	282	201	141	111	310	263	216	156	110	86	314	267	219	160	113	89
	Boston, Mass. (D)		396	338	278	197	139	110	319	273	219	160	113	89	314	267	219	160	113	89
	New York, N.Y.	811	378	322	265	189	133	104	314	268	216	156	111	88	-	-	-	-	-	-
	Philadelphia, Pa.	735	354	301	247	177	124	98	319	273	219	160	113	89	314	267	219	160	113	89
	Baltimore, Md.	688	341	290	239	171	120	94	312	266	217	157	111	87	311	265	217	157	111	87
	Norfolk, Va.	837	384	326	269	193	135	106	310	263	216	156	110	86	310	263	216	156	110	86
	Albany, N.Y.	722	354	301	247	177	124	98	312	266	217	157	111	87	311	265	217	157	111	87

se Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
ntiac, Michigan	Halifax, N.S.	1313	534	454	375	268	214	162	293	245	205	146	104	80	296	253	209	149	107	84
	St. John, N.B.	1036	449	383	314	226	179	136	293	245	205	146	104	80	296	253	209	149	107	84
	Quebec, Que.	728	373	316	262	188	148	111	293	245	205	146	104	80	296	253	209	149	107	84
	Montreal, Que.	561	316	268	223	159	128	96	293	245	205	146	104	80	294	251	206	147	105	82
	Portland, Me.	793	372	316	261	189	150	103	293	245	205	146	104	80	296	253	209	149	107	84
	Boston, Mass. (S)	721	354	301	247	177	124	98	302	260	209	149	107	84	296	253	209	149	107	84
	Boston, Mass. (D)		348	296	244	173	122	96	296	254	205	146	105	83	-	-	-	-	-	-
	New York, N.Y.	649	330	281	230	164	116	90	302	260	209	149	107	84	296	253	209	149	107	84
	Philadelphia, Pa.	655	330	281	230	164	116	90	295	252	206	147	105	82	294	251	206	147	105	82
	Baltimore, Md.	630	323	275	227	162	113	89	293	250	205	146	104	81	293	250	205	146	104	81
	Norfolk, Va.	822	378	322	265	189	133	104	293	250	205	146	104	81	293	250	205	146	104	81
	Albany, N.Y.	537	294	250	206	147	103	81	279	237	197	139	98	76	279	237	197	139	98	76
rt Huron, Michigan	Halifax, N.S.	1257	523	445	366	262	210	157	278	233	201	141	96	75	293	247	205	148	104	81
	St. John, N.B.	980	445	376	312	223	179	133	278	233	201	141	96	75	293	247	205	148	104	81
	Quebec, Que.	672	366	312	258	184	146	110	278	233	201	141	96	75	293	247	205	148	104	81
	Montreal, Que.	505	296	253	209	148	119	89	278	233	201	141	96	75	290	245	202	146	101	79
	Portland, Me.	735	354	301	247	177	124	98	278	233	201	141	96	75	293	247	205	148	104	81
	Boston, Mass. (S)	663	335	285	235	169	117	92	295	251	205	148	104	81	293	247	205	148	104	81
	Boston, Mass. (D)		330	281	232	164	114	91	289	246	201	145	101	80	-	-	-	-	-	-
	New York, N.Y.	592	311	265	218	156	108	86	295	251	205	148	104	81	293	247	205	148	104	81
	Philadelphia, Pa.	598	311	265	218	156	108	86	287	244	200	146	101	78	290	245	202	146	101	79
	Baltimore, Md.	596	311	265	218	156	108	86	285	242	201	145	100	76	289	244	201	145	100	78
	Norfolk, Va.	811	378	322	265	189	133	104	285	242	201	145	100	76	289	244	201	145	100	78
	Albany, N.Y.	479	276	234	193	138	96	75	271	232	192	138	96	75	271	232	192	138	96	75
tsmouth, Ohio	Halifax, N.S.	1548	594	506	417	298	237	179	258	218	181	129	89	70	261	222	186	133	92	73
	St. John, N.B.	1272	517	438	363	260	209	156	258	218	181	129	89	70	261	222	186	133	92	73
	Quebec, Que.	962	437	372	306	218	174	131	258	218	181	129	89	70	261	222	186	133	92	73
	Montreal, Que.	795	398	338	278	198	159	121	258	218	181	129	89	70	259	219	183	130	90	71
	Portland, Me.	987	421	357	295	211	147	116	258	218	181	129	89	70	261	222	186	133	92	73
	Boston, Mass. (S)	886	396	336	278	198	139	108	267	228	186	133	92	73	261	222	186	133	92	73
	Boston, Mass. (D)		390	332	275	195	137	107	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	659	330	281	230	164	116	90	267	228	186	133	92	73	261	222	186	133	92	73
	Philadelphia, Pa.	578	305	260	213	153	107	84	260	220	183	130	90	71	259	219	183	130	90	71
	Baltimore, Md.	486	282	239	197	141	99	78	258	218	181	129	89	70	258	218	181	129	89	70
	Norfolk, Va.	511	287	245	201	144	101	80	258	218	181	129	89	70	258	218	181	129	89	70
	Albany, N.Y.	736	354	301	247	177	124	98	260	220	183	130	90	71	259	219	183	130	90	71

27.

Base

Quinc

Ric

Roo

3092

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Quincy, Illinois	Halifax, N.S.	1819	668	567	466	333	267	201	379	323	267	190	133	105	383	326	270	194	137	108
	St. John, N.B.	1542	580	494	406	290	232	174	379	323	267	190	133	105	383	326	270	194	137	108
	Quebec, Que.	1235	507	431	356	254	202	153	379	323	267	190	133	105	383	326	270	194	137	108
	Montreal, Que.	1068	455	389	319	228	184	138	379	323	267	190	133	105	383	326	270	194	137	108
	Portland, Me.	1279	494	420	347	247	173	136	379	323	267	190	133	105	381	324	268	192	135	106
	Boston, Mass. (S)	1207	476	405	333	237	167	130	389	333	270	194	137	108	383	326	270	194	137	108
	Boston, Mass. (D)		470	400	330	234	164	129	383	328	267	190	135	107	-	-	-	-	-	-
	New York, N.Y.	1091	445	378	312	223	156	122	389	333	270	194	137	108	383	326	270	194	137	108
	Philadelphia, Pa.	1015	427	364	299	213	149	117	382	325	268	192	135	106	381	324	268	192	135	106
	Baltimore, Md.	942	408	348	286	205	143	112	379	323	267	190	133	105	379	323	267	190	133	105
	Norfolk, Va.	1057	439	373	307	219	154	121	379	323	267	190	133	105	379	323	267	190	133	105
	Albany, N.Y.	1023	427	364	299	213	149	117	382	325	268	192	135	106	381	324	268	192	135	106
Richmond, Indiana	Halifax, N.S.	1526	580	494	406	290	232	174	285	243	201	145	101	80	289	246	205	148	105	83
	St. John, N.B.	1249	501	428	350	251	201	149	285	243	201	145	101	80	289	246	205	148	105	83
	Quebec, Que.	942	424	359	296	211	171	128	285	243	201	145	101	80	289	246	205	148	105	83
	Montreal, Que.	775	376	320	263	190	149	114	285	243	201	145	101	80	289	246	205	148	105	83
	Portland, Me.	943	408	348	286	205	143	112	285	243	201	145	101	80	286	244	202	146	103	81
	Boston, Mass. (S)	871	390	332	273	195	137	107	285	243	201	145	101	80	289	246	205	148	105	83
	Boston, Mass. (D)		384	326	269	192	135	106	295	252	208	148	105	83	289	246	205	148	105	83
	New York, N.Y.	731	354	301	247	177	124	98	289	247	201	145	103	82	-	-	-	-	-	-
	Philadelphia, Pa.	655	330	281	230	164	116	90	295	252	205	143	105	83	289	246	205	148	105	83
	Baltimore, Md.	582	311	265	218	156	108	86	287	245	202	146	103	81	286	244	202	146	103	81
	Norfolk, Va.	707	348	295	244	174	122	95	285	243	201	145	101	80	285	243	201	145	101	80
	Albany, N.Y.	687	341	290	239	171	120	94	285	243	201	145	101	80	285	243	201	145	101	80
Rockford, Illinois	Halifax, N.S.	1647	620	528	437	312	250	188	287	245	202	146	103	81	286	244	202	146	103	81
	St. John, N.B.	1370	534	454	375	268	214	162	356	303	250	179	123	98	359	307	253	183	127	101
	Quebec, Que.	1062	463	392	323	232	186	139	356	303	250	179	123	98	359	307	253	183	127	101
	Montreal, Que.	895	417	354	293	210	165	123	356	303	250	179	123	98	359	307	253	183	127	101
	Portland, Me.	1122	452	384	316	226	159	124	356	303	250	179	123	98	357	305	251	180	124	99
	Boston, Mass. (S)	1050	432	368	303	217	152	120	366	314	253	183	127	101	359	307	253	183	127	101
	Boston, Mass. (D)		427	364	300	213	148	119	359	308	250	179	124	100	359	307	253	183	127	101
	New York, N.Y.	974	414	352	290	208	145	114	366	314	253	183	127	101	-	-	-	-	-	-
	Philadelphia, Pa.	898	396	336	278	198	139	108	358	306	251	180	124	99	359	307	253	183	127	101
	Baltimore, Md.	851	390	332	273	195	137	107	356	303	250	179	123	98	357	305	251	180	124	99
	Norfolk, Va.	997	421	357	295	211	147	116	356	303	250	179	123	98	356	303	250	179	123	98
	Albany, N.Y.	866	390	332	273	195	137	107	356	303	250	179	101	98	356	303	250	179	123	98
									354	302	245	176	123	98	354	302	245	176	123	98

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	
Goodhouse, Illinois	Halifax, N.S.	1759	647	550	454	324	260	193	366	312	258	184	129	101	369	316	261	188	133	
	St. John, N.B.	1482	568	484	400	285	227	171	366	312	258	184	129	101	369	316	261	188	133	
	Quebec, Que.	1175	448	414	342	244	197	146	366	312	258	184	129	101	369	316	261	188	133	
	Montreal, Que.	1008	445	376	312	223	179	133	366	312	258	184	129	101	367	314	259	186	130	
	Portland, Me.	1244	481	409	338	242	169	133	366	312	258	184	129	101	369	316	261	188	133	
	Boston, Mass. (S)	1172	463	393	324	232	162	128	375	322	261	188	133	105	369	316	261	188	133	
	Boston, Mass. (D)		457	389	320	228	160	127	369	317	258	184	130	104	-	-	-	-	-	
	New York, N.Y.	1057	439	373	307	219	154	121	375	322	261	188	133	105	369	316	261	188	133	
	Philadelphia, Pa.	981	421	357	295	211	147	116	368	315	259	186	130	103	367	314	259	186	130	
	Baltimore, Md.	908	403	342	282	201	141	111	366	312	258	184	129	101	366	312	258	184	129	
	Norfolk, Va.	1023	427	364	299	213	149	117	366	312	258	184	129	101	366	312	258	184	129	
	Albany, N.Y.	988	421	357	295	211	147	116	368	315	259	186	130	103	367	314	259	186	130	
Saginaw, Michigan	Halifax, N.S.	1347	542	463	379	271	218	153	296	250	214	149	104	81	314	267	219	157	110	
	St. John, N.B.	1070	455	389	319	228	184	138	296	250	214	149	104	81	314	267	219	157	110	
	Quebec, Que.	762	384	326	268	192	153	116	296	250	214	149	104	81	314	267	219	157	110	
	Montreal, Que.	595	332	281	232	165	133	101	296	250	214	149	104	81	311	265	217	155	107	
	Portland, Me.	825	378	322	265	189	153	104	296	250	214	149	104	81	314	267	219	157	110	
	Boston, Mass. (S)	753	359	306	252	180	125	99	314	267	219	157	110	88	314	267	219	157	110	
	Boston, Mass. (D)		354	301	249	177	123	98	307	262	216	154	107	87	-	-	-	-	-	
	New York, N.Y.	682	341	290	239	171	120	94	314	267	219	157	110	88	314	267	219	157	110	
	Philadelphia, Pa.	688	341	290	239	171	120	94	306	260	217	155	107	86	311	265	217	155	107	
	Baltimore, Md.	683	341	290	239	171	120	94	303	258	215	154	106	84	310	263	216	154	106	
	Norfolk, Va.	875	390	332	273	195	137	107	303	258	216	154	108	84	310	263	216	154	106	
	Albany, N.Y.	569	305	260	213	153	107	84	285	243	201	145	101	80	285	243	201	145	101	
St. Louis, Missouri	Halifax, N.S.	1786	655	558	458	326	262	197	366	312	258	184	129	101	369	316	261	188	133	
	St. John, N.B.	1509	576	488	403	289	232	173	366	312	258	184	129	101	369	316	261	188	133	
	Quebec, Que.	1202	497	424	349	250	198	148	366	312	258	184	129	101	369	316	261	188	133	
	Montreal, Que.	1055	449	383	314	226	179	136	366	312	258	184	129	101	367	314	259	186	130	
	Portland, Me.	1246	481	409	338	242	169	133	366	312	258	184	129	101	369	316	261	188	133	
	Boston, Mass. (S)	1174	463	393	324	232	162	128	375	322	261	188	133	105	369	316	261	188	133	
	Boston, Mass. (D)		457	389	320	228	160	127	369	317	258	184	130	104	-	-	-	-	-	
	New York, N.Y.	1040	432	368	303	217	152	120	375	322	261	188	133	105	369	316	261	188	133	
	Philadelphia, Pa.	964	414	352	290	208	145	114	368	315	259	186	130	103	367	314	259	186	130	
	Baltimore, Md.	891	396	336	278	198	139	108	366	312	258	184	129	101	366	312	258	184	129	
	Norfolk, Va.	990	421	357	295	211	147	116	366	312	258	184	129	101	366	312	258	184	129	
	Albany, N.Y.	990	421	357	295	211	147	116	368	315	259	186	130	103	367	314	259	186	130	

Base Point	
Sandusky, O.	
Sardinia,	
Sheboygan,	

3094

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5
Sandusky, Ohio	Halifax, N.S.	1371	550	466	384	276	219	165	258	218	181	129	89	70	261	222	186	133	92
	St. John, N.B.	1095	471	401	331	236	188	141	258	218	181	129	89	70	261	222	186	133	92
	Quebec, Que.	785	390	332	271	197	157	119	258	218	181	129	89	70	261	222	186	133	92
	Montreal, Que.	618	342	290	241	173	138	104	258	218	181	129	89	70	259	219	183	130	90
	Portland, Me.	784	372	316	261	187	130	103	258	218	181	129	89	70	261	222	186	133	92
	Boston, Mass. (S)	712	348	295	244	174	122	95	267	223	186	133	92	73	261	222	186	133	92
	Boston, Mass. (D)		341	290	241	171	120	94	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	621	323	275	227	162	113	89	267	228	186	133	92	73	261	222	186	133	92
	Philadelphia, Pa.	550	299	253	210	149	106	82	260	220	183	130	90	71	259	219	183	130	90
	Baltimore, Md.	504	287	245	201	144	101	80	258	218	181	129	89	70	258	218	181	129	89
	Norfolk, Va.	696	341	290	239	171	120	94	285	242	201	145	100	76	289	244	201	145	100
	Albany, N.Y.	528	294	250	206	147	103	81	260	220	183	130	90	71	259	219	183	130	90
Sardinia, Ohio	Halifax, N.S.	1566	580	494	406	290	232	174	279	237	197	139	98	76	283	242	201	143	101
	St. John, N.B.	1290	501	428	360	251	201	149	279	237	197	139	98	76	283	242	201	143	101
	Quebec, Que.	980	445	376	312	223	179	133	279	237	197	139	98	76	283	242	201	143	101
	Montreal, Que.	813	390	332	271	197	157	119	279	237	197	139	98	76	281	239	198	140	99
	Portland, Me.	978	421	357	295	211	147	116	279	237	197	139	98	76	283	242	201	143	101
	Boston, Mass. (S)	906	403	342	282	201	141	111	289	247	205	143	101	81	283	242	201	143	101
	Boston, Mass. (D)		396	336	278	197	139	110	283	243	197	139	99	80	-	-	-	-	-
	New York, N.Y.	713	348	295	244	174	122	95	289	247	201	143	101	81	283	242	201	143	101
	Philadelphia, Pa.	633	323	275	227	162	113	89	282	241	198	140	99	78	281	239	198	140	99
	Baltimore, Md.	549	299	253	210	149	105	82	279	237	197	139	98	76	279	237	197	139	98
	Norfolk, Va.	608	317	269	222	159	111	88	279	237	197	139	98	76	279	237	197	139	98
	Albany, N.Y.	727	354	301	247	177	124	98	282	241	198	140	99	78	281	239	198	140	99
Sheboygan, Wisconsin	Halifax, N.S.	1571	602	512	420	302	241	181	348	293	250	176	121	94	365	310	254	184	128
	St. John, N.B.	1294	517	438	363	260	209	156	348	293	250	176	121	94	365	310	254	184	128
	Quebec, Que.	986	445	376	312	223	179	133	348	293	250	176	121	94	365	310	254	184	128
	Montreal, Que.	819	398	338	278	198	159	121	348	293	250	176	121	94	363	307	252	181	125
	Portland, Me.	1051	439	373	307	219	154	121	348	293	250	176	121	94	365	310	254	184	128
	Boston, Mass. (S)	979	421	357	295	211	147	116	365	310	254	184	128	101	365	310	254	184	128
	Boston, Mass. (D)		414	352	292	208	145	114	358	305	251	180	125	100	-	-	-	-	-
	New York, N.Y.	908	403	342	282	201	141	111	365	310	254	184	128	101	365	310	254	184	128
	Philadelphia, Pa.	914	403	342	282	201	141	111	357	302	252	181	125	99	363	307	252	181	125
	Baltimore, Md.	884	396	336	278	198	139	108	355	300	251	180	124	98	360	306	251	180	124
	Norfolk, Va.	1052	439	373	307	219	154	121	355	300	251	180	124	98	360	306	251	180	124
	Albany, N.Y.	795	372	316	261	187	130	103	333	284	233	169	119	92	333	284	233	169	119

3095

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
South Bend, Indiana	Halifax, N.S.	1491	576	488	403	289	232	173	310	263	216	156	110	96	314	267	219	160	113	8
	St. John, N.B.	1214	497	424	349	250	198	148	310	263	216	156	110	86	314	267	219	160	113	8
	Quebec, Que.	906	417	354	293	210	165	123	310	263	216	156	110	86	314	267	219	160	113	8
	Montreal, Que.	739	373	316	262	188	148	111	310	263	216	156	110	86	311	265	217	157	111	8
	Portland, Me.	960	414	352	290	208	145	114	310	263	216	156	110	86	314	267	219	160	113	8
	Boston, Mass. (S)	888	396	336	278	198	139	108	319	273	219	160	113	89	314	267	219	160	113	8
	Boston, Mass. (D)		390	332	275	195	137	107	314	268	216	156	111	88	-	-	-	-	-	-
	New York, N.Y.	813	373	321	265	189	133	104	319	273	219	160	113	89	314	267	219	160	113	8
	Philadelphia, Pa.	737	354	301	247	177	124	98	312	266	217	157	111	87	311	265	217	157	111	8
	Baltimore, Md.	690	341	290	239	171	120	94	310	263	216	156	110	86	310	263	216	156	110	8
	Norfolk, Va.	861	390	332	273	195	137	107	310	263	216	156	110	86	310	263	216	156	110	8
	Albany, N.Y.	704	348	295	244	174	122	95	312	266	217	157	110	87	311	265	217	157	110	8
Springfield, Illinois	Halifax, N.S.	1712	633	538	442	316	253	190	356	303	250	179	123	98	359	307	253	183	127	10
	St. John, N.B.	1435	553	471	389	278	223	165	356	303	250	179	123	98	359	307	253	183	127	10
	Quebec, Que.	1128	477	408	333	237	190	141	356	303	250	179	123	98	359	307	253	183	127	10
	Montreal, Que.	961	429	365	302	216	173	129	356	303	250	179	123	98	357	305	251	180	124	9
	Portland, Me.	1178	470	399	330	235	184	129	356	303	250	179	123	98	359	307	253	183	127	10
	Boston, Mass. (S)	1106	452	384	316	226	159	114	368	314	258	183	127	101	359	307	253	183	127	10
	Boston, Mass. (D)		445	379	312	222	156	123	359	308	260	179	124	100	-	-	-	-	-	-
	New York, N.Y.	991	421	357	295	211	147	116	368	314	258	183	127	101	359	307	253	183	127	10
	Philadelphia, Pa.	915	405	342	282	201	141	111	356	305	251	180	124	99	357	305	251	180	124	9
	Baltimore, Md.	841	384	326	269	193	135	106	356	303	250	179	123	98	356	303	250	179	123	9
	Norfolk, Va.	957	414	352	290	208	145	114	356	303	250	179	123	98	356	303	250	179	123	9
	Albany, N.Y.	922	403	342	282	201	141	111	356	306	251	180	124	99	357	305	251	180	124	9
Springfield, Ohio	Halifax, N.S.	1476	568	484	400	285	227	171	267	227	186	133	94	75	270	230	189	137	98	8
	St. John, N.B.	1200	488	414	342	244	197	146	267	227	186	133	94	75	270	230	189	137	98	8
	Quebec, Que.	890	411	349	289	205	163	122	267	227	186	133	94	75	270	230	189	137	98	8
	Montreal, Que.	723	366	312	258	184	146	110	267	227	186	133	94	75	268	228	187	135	95	7
	Portland, Me.	887	398	336	278	198	139	108	267	227	186	133	94	75	270	230	189	137	98	8
	Boston, Mass. (S)	815	378	322	265	189	133	104	277	236	189	137	98	80	270	230	189	137	98	8
	Boston, Mass. (D)		372	317	261	186	130	103	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	666	335	285	235	169	117	92	277	236	189	137	98	80	270	230	189	137	98	8
	Philadelphia, Pa.	589	311	265	218	156	108	86	269	229	187	135	95	76	268	228	187	135	95	7
	Baltimore, Md.	524	294	250	206	147	103	81	267	227	186	133	94	75	267	227	186	133	94	7
	Norfolk, Va.	656	330	281	230	164	116	90	267	227	186	133	94	75	267	227	186	133	94	7
	Albany, N.Y.	631	323	275	227	162	113	89	269	229	187	135	95	76	268	228	187	135	95	7

3096

4	5	6
160	113	8
160	113	8
160	113	8
157	111	8
160	113	8
160	113	8
-	-	-
160	113	8
157	111	8
56	110	8
56	110	8
57	110	8
33	127	10
33	127	10
35	127	10
30	124	9
83	127	10
83	127	10
-	-	-
33	127	10
30	124	9
79	123	9
79	123	9
80	124	9
97	98	8
97	98	8
97	98	8
95	95	7
97	98	8
97	98	8
-	-	-
97	98	8
95	95	7
93	94	7
93	94	7
95	95	7

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Sterling, Illinois	Halifax, N.S.	1682	628	534	441	314	251	188	365	310	254	184	128	101	368	314	259	188	131	105
	St. John, N.B.	1405	550	466	384	276	219	165	365	310	254	184	128	101	368	314	259	188	131	105
	Quebec, Que.	1097	471	401	331	236	168	141	365	310	254	184	128	101	368	314	259	188	131	105
	Montreal, Que.	930	424	359	296	211	171	128	365	310	254	184	128	101	366	311	257	186	129	103
	Portland, Me.	1142	457	389	320	229	160	125	365	310	254	184	128	101	368	314	259	188	131	105
	Boston, Mass. (S)	1070	439	375	307	219	154	121	374	319	259	188	131	105	368	314	259	188	131	105
	Boston, Mass. (D)		432	369	303	216	152	120	368	315	254	184	129	104	-	-	-	-	-	-
	New York, N.Y.	987	421	357	295	211	147	116	374	319	259	188	131	105	368	314	259	188	131	105
	Philadelphia, Pa.	911	403	342	282	201	142	111	367	312	257	186	129	103	366	311	257	186	129	103
	Baltimore, Md.	864	390	332	273	195	137	107	365	310	254	184	128	101	365	310	254	184	128	101
	Norfolk, Va.	1006	427	364	299	213	149	117	366	310	254	184	128	101	365	310	254	184	128	101
	Albany, N.Y.	886	396	336	278	198	139	108	365	310	254	184	128	101	365	310	254	184	128	101
Streator, Illinois	Halifax, N.S.	1643	616	523	429	307	245	186	349	296	244	174	122	96	352	300	247	178	125	100
	St. John, N.B.	1366	534	454	375	268	214	162	349	296	244	174	122	96	352	300	247	178	125	100
	Quebec, Que.	1058	455	389	319	228	184	138	349	296	244	174	122	96	352	300	247	178	125	100
	Montreal, Que.	891	411	349	289	205	163	122	349	296	244	174	122	96	350	298	245	176	123	98
	Portland, Me.	1109	453	384	315	226	159	124	349	296	244	174	122	96	352	300	247	178	125	100
	Boston, Mass. (S)	1037	432	366	303	217	152	120	358	306	247	178	125	100	352	300	247	178	125	100
	Boston, Mass. (D)		427	361	300	213	149	119	352	301	244	174	123	99	-	-	-	-	-	-
	New York, N.Y.	943	408	348	288	209	146	112	358	306	247	178	125	100	352	300	247	178	125	100
	Philadelphia, Pa.	866	390	332	273	195	137	107	351	299	245	176	123	98	350	298	245	176	123	98
	Baltimore, Md.	819	373	322	265	189	133	104	349	296	244	174	122	96	349	296	244	174	122	96
	Norfolk, Va.	950	408	348	286	205	143	112	349	296	244	174	122	96	349	296	244	174	122	96
	Albany, N.Y.	853	390	332	273	195	137	107	351	299	245	176	123	98	350	298	245	176	123	98
Terre Haute, Indiana	Halifax, N.S.	1633	616	523	429	307	245	186	331	279	232	165	116	92	334	283	235	170	120	96
	St. John, N.B.	1356	534	454	375	268	214	162	331	279	232	165	116	92	334	283	235	170	120	96
	Quebec, Que.	1049	455	389	319	228	184	138	331	279	232	165	116	92	334	283	235	170	120	96
	Montreal, Que.	882	411	349	289	205	163	122	331	279	232	165	116	92	332	281	233	167	117	94
	Portland, Me.	1077	445	378	312	223	156	122	331	279	232	165	116	92	334	283	235	170	120	96
	Boston, Mass. (S)	1005	427	364	299	213	149	117	340	289	235	170	120	96	334	283	235	170	120	96
	Boston, Mass. (D)		421	358	295	210	147	116	334	284	232	165	117	95	-	-	-	-	-	-
	New York, N.Y.	871	390	332	273	195	137	107	340	289	235	170	120	96	334	283	235	170	120	96
	Philadelphia, Pa.	795	372	316	261	187	130	103	333	282	233	167	117	94	332	281	233	167	117	94
	Baltimore, Md.	722	354	301	247	177	124	98	331	279	232	165	116	92	331	279	232	165	116	92
	Norfolk, Va.	838	384	326	269	193	135	106	331	279	232	165	116	92	331	279	232	165	116	92
	Albany, N.Y.	821	378	322	265	189	133	104	333	282	233	167	117	94	332	281	233	167	117	94

3097

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Toledo, Ohio	Halifax, N.S.	1365	542	463	379	271	218	163	278	233	201	141	96	75	293	247	205	148	104	81
	St. John, N.B.	1088	463	392	323	232	186	139	270	233	201	141	96	75	293	247	205	148	104	81
	Quebec, Que.	781	384	326	268	192	153	116	278	233	201	141	96	75	293	247	205	148	104	81
	Montreal, Que.	614	332	281	232	165	133	101	278	233	201	141	96	75	290	245	202	146	101	78
	Portland, Me.	831	384	326	269	193	135	106	278	233	201	141	96	75	293	247	205	148	104	81
	Boston, Mass. (S)	759	359	306	252	180	125	99	295	251	206	148	104	81	293	247	205	148	104	81
	Boston, Mass. (D)		354	301	249	177	123	98	289	246	201	145	101	80	-	-	-	-	-	-
	New York, N.Y.	668	335	285	235	169	117	92	295	251	205	148	104	81	293	247	205	148	104	81
	Philadelphia, Pa.	595	311	265	218	156	108	86	287	244	202	146	101	78	290	245	202	146	101	78
	Baltimore, Md.	548	299	253	210	149	105	82	285	242	201	145	100	76	289	244	201	145	100	76
	Norfolk, Va.	740	354	301	247	177	124	98	285	242	201	145	100	76	289	244	201	145	100	76
	Albany, N.Y.	575	306	260	213	153	107	84	271	232	192	138	96	75	271	232	192	138	96	75
Traverse City, Michigan	Halifax, N.S.	1492	580	494	406	290	232	174	349	295	251	176	122	94	366	312	258	184	129	101
	St. John, N.B.	1215	497	424	349	250	198	148	349	295	251	176	122	94	366	312	258	184	129	101
	Quebec, Que.	907	424	359	296	211	171	128	349	295	251	176	122	94	366	312	258	184	129	101
	Montreal, Que.	740	373	318	262	188	148	111	349	295	251	176	122	94	364	310	254	181	127	99
	Portland, Me.	971	414	352	290	208	145	114	349	295	251	176	122	94	366	312	258	184	129	101
	Boston, Mass. (S)	899	396	336	278	198	139	108	365	312	258	184	129	101	366	312	258	184	129	101
	Boston, Mass. (D)		390	332	275	195	137	107	359	307	253	180	127	100	-	-	-	-	-	-
	New York, N.Y.	828	384	326	269	193	135	106	366	312	258	184	129	101	366	312	258	184	129	101
	Philadelphia, Pa.	834	384	326	269	193	135	106	358	305	254	181	127	99	364	310	254	181	127	99
	Baltimore, Md.	822	373	322	265	189	133	104	356	302	253	180	125	98	363	308	253	180	125	98
	Norfolk, Va.	1014	427	364	299	213	149	117	356	302	253	180	125	98	363	308	253	180	125	98
	Albany, N.Y.	715	348	295	244	174	122	95	336	285	236	169	119	92	336	285	236	169	119	92
Uhrichsville, Ohio	Halifax, N.S.	1391	542	463	379	271	218	163	237	202	165	121	83	66	242	206	170	124	87	70
	St. John, N.B.	1115	471	401	331	236	188	141	237	202	165	121	83	66	242	206	170	124	87	70
	Quebec, Que.	805	384	326	268	192	153	116	237	202	165	121	83	66	242	206	170	124	87	70
	Montreal, Que.	638	336	289	237	171	136	104	237	202	165	121	83	66	239	204	167	122	84	67
	Portland, Me.	798	372	316	261	187	130	103	237	202	165	121	83	66	242	206	170	124	87	70
	Boston, Mass.	726	354	301	247	177	124	98	247	212	170	124	87	70	242	206	170	124	87	70
	New York, N.Y.	522	294	250	206	147	103	81	247	212	170	124	87	70	242	206	170	124	87	70
	Philadelphia, Pa.	446	269	229	189	136	94	74	241	206	167	122	84	67	239	204	167	122	84	67
	Baltimore, Md.	399	251	213	176	125	88	70	237	202	165	121	83	66	237	202	165	121	83	66
	Norfolk, Va.	691	311	265	218	156	108	86	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N.Y.	542	299	263	210	149	105	82	241	205	167	122	84	67	239	204	167	122	84	67

33.

Base Point
Valparai
Vincenne
Warren, I

3098

33.

4	5	6
48	104	81
48	104	81
48	104	81
46	101	78
48	104	81
48	104	81
-	-	-
48	104	81
46	101	78
45	100	78
45	100	78
38	96	75
84	129	101
84	129	101
84	129	101
81	127	99
84	129	101
84	129	101
-	-	-
84	129	101
81	127	99
80	125	98
80	125	98
69	119	93
124	87	70
124	87	70
124	87	70
122	84	67
124	87	70
124	87	70
124	87	70
122	84	67
121	83	66
138	96	76
122	84	67

78

Base Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export 34. Classes 1	2	3	4	5	6
Valparaiso, Indiana	Halifax, N.S.	1535	538	501	412	295	236	176	324	278	227	163	114	89	328	282	230	167	119	92
	St. John, N.B.	1258	507	431	356	254	202	153	324	278	227	163	114	89	328	282	230	167	119	92
	Quebec, Que.	950	429	365	302	216	173	129	324	278	227	163	114	89	328	282	230	167	119	92
	Montreal, Que.	783	384	326	268	192	153	116	324	276	227	163	114	89	325	279	228	164	116	90
	Portland, Me.	993	421	357	295	211	147	116	324	278	227	163	114	89	328	282	230	167	119	92
	Boston, Mass. (S)	921	403	342	282	201	141	111	334	287	230	167	119	92	328	282	230	167	119	92
	Boston, Mass. (D)		396	338	278	197	139	110	328	283	227	163	116	91	-	-	-	-	-	-
	New York, N.Y.	845	384	326	269	193	135	106	334	287	230	167	119	92	328	282	230	167	119	92
	Philadelphia, Pa.	769	366	311	257	183	128	101	326	281	228	164	116	90	325	279	228	164	116	90
	Baltimore, Md.	722	354	301	247	177	124	98	324	278	227	163	114	89	324	278	227	163	114	89
	Norfolk, Va.	879	396	336	278	198	139	108	324	278	227	163	114	89	324	278	227	163	114	89
	Albany, N.Y.	737	354	301	247	177	124	98	326	279	228	164	116	90	325	279	228	164	116	90
Vincennes, Indiana	Halifax, N.S.	1690	628	534	441	314	251	188	336	285	236	169	119	92	340	289	241	172	122	96
	St. John, N.B.	1413	550	466	384	276	219	165	336	285	236	169	119	92	340	289	241	172	122	96
	Quebec, Que.	1106	471	401	331	236	188	141	336	285	236	169	119	92	340	289	241	172	122	96
	Montreal, Que.	939	424	359	296	211	171	128	336	285	236	169	119	92	338	286	237	170	120	94
	Portland, Me.	1116	452	384	316	226	159	124	336	285	236	169	119	92	340	289	241	172	122	96
	Boston, Mass. (S)	1044	432	368	303	217	152	120	347	295	241	172	122	96	340	289	241	172	122	96
	Boston, Mass. (D)		427	364	300	213	148	119	340	290	236	169	120	95	-	-	-	-	-	-
	New York, N.Y.	893	396	336	278	198	139	108	347	295	241	172	122	96	340	289	241	172	122	96
	Philadelphia, Pa.	828	384	326	269	193	135	106	339	287	234	170	120	94	338	286	237	170	120	94
	Baltimore, Md.	729	354	301	247	177	124	98	336	285	236	169	119	92	336	285	236	169	119	92
	Norfolk, Va.	826	384	326	269	193	135	106	336	285	236	169	119	92	336	285	236	169	119	92
	Albany, N.Y.	860	390	332	273	195	137	107	339	287	237	170	120	94	338	286	237	170	120	94
Warren, Illinois	Halifax, N.S.	1608	633	538	442	316	253	190	373	316	262	188	131	104	376	319	266	192	136	107
	St. John, N.B.	1411	550	466	384	276	219	165	373	316	262	188	131	104	376	319	266	192	136	107
	Quebec, Que.	1105	477	405	333	237	190	141	373	316	262	188	131	104	376	319	266	192	136	107
	Montreal, Que.	936	424	359	296	211	171	128	373	316	262	188	131	104	374	317	263	189	133	105
	Portland, Me.	1139	457	389	320	229	160	125	373	316	262	188	131	104	376	319	266	192	136	107
	Boston, Mass. (S)	1067	439	373	307	219	154	121	383	325	266	192	136	107	376	319	266	192	136	107
	Boston, Mass. (D)		432	368	303	216	152	120	376	320	262	188	133	106	-	-	-	-	-	-
	New York, N.Y.	996	421	357	295	211	147	116	383	325	266	192	136	107	376	319	266	192	136	107
	Philadelphia, Pa.	925	405	342	282	201	141	111	375	318	263	189	133	105	374	317	263	189	133	105
	Baltimore, Md.	878	396	336	278	198	139	108	373	316	262	188	131	104	373	316	262	188	131	104
	Norfolk, Va.	1022	427	364	299	213	149	117	373	316	262	188	131	104	373	316	262	188	131	104
	Albany, N.Y.	883	396	336	278	198	139	108	366	312	258	184	129	101	366	312	258	184	129	101

3099

35.

Point	Port	Short Line Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
ngton C.H., Ohio	Halifax, N.S.	1489	576	488	403	289	232	173	267	227	186	133	94	75	270	230	189	137	98	80
	St. John, N.B.	1213	501	423	350	251	201	149	267	227	186	133	94	75	270	230	189	137	98	80
	Quebec, Que.	903	424	359	296	211	171	128	267	227	186	133	94	75	270	230	189	137	98	80
	Montreal, Que.	736	373	316	262	188	148	111	267	227	186	133	94	75	268	228	187	135	95	76
	Portland, Me.	901	403	342	282	201	141	111	267	227	186	133	94	75	270	230	189	137	98	80
	Boston, Mass. (S)	829	384	326	269	193	135	106	277	236	189	137	98	80	270	230	189	137	98	80
	Boston, Mass. (D)		378	321	266	189	161	105	-	-	-	-	-	-	-	-	-	-	-	-
	New York, N.Y.	660	330	281	230	164	116	90	277	236	189	137	98	80	270	230	189	137	98	80
	Philadelphia, Pa.	500	305	260	216	153	107	84	269	229	187	135	95	76	268	228	187	135	95	76
	Baltimore, Md.	498	282	239	197	141	99	78	267	227	186	133	94	75	267	227	186	133	94	75
	Norfolk, Va.	620	317	269	222	159	111	88	267	227	186	133	94	75	267	227	186	133	94	75
	Albany, N.Y.	645	330	281	230	164	116	90	269	229	187	135	95	76	268	228	187	135	95	76
ttville, Indiana	Halifax, N.S.	1445	568	484	400	285	227	171	295	251	209	148	104	81	299	254	212	153	107	84
	St. John, N.B.	1168	488	414	342	244	197	141	295	251	209	148	104	81	299	254	212	153	107	84
	Québec, Que.	861	411	349	289	205	163	122	295	251	209	148	104	81	299	254	212	153	107	84
	Montreal, Que.	694	363	307	253	181	145	110	295	251	209	148	104	81	296	252	210	149	105	82
	Portland, Me.	897	396	336	278	198	139	103	295	251	209	148	104	81	299	254	212	153	107	84
	Boston, Mass. (S)	825	378	322	265	189	153	104	305	261	212	153	107	84	299	254	212	153	107	84
	Boston, Mass. (D)		372	317	261	206	150	103	299	257	209	148	105	83	-	-	-	-	-	-
	New York, N.Y.	749	359	306	252	180	125	99	305	261	212	153	107	84	299	254	212	153	107	84
	Philadelphia, Pa.	675	335	285	235	169	117	92	298	253	210	149	105	82	296	252	210	149	105	82
	Baltimore, Md.	628	323	275	227	162	113	89	295	251	209	148	104	81	295	251	209	148	104	81
	Norfolk, Va.	779	366	311	257	183	128	101	295	251	209	148	104	81	296	251	209	148	104	81
	Albany, N.Y.	641	330	281	230	164	116	90	298	253	210	149	105	82	296	252	210	149	105	82
stown, Ohio	Halifax, N.S.	1315	523	445	366	262	210	157	226	192	157	114	80	63	229	195	161	119	83	66
	St. John, N.B.	1039	445	376	312	223	179	133	226	192	157	114	80	63	229	195	161	119	83	66
	Quebec, Que.	729	366	312	258	184	146	110	226	192	157	114	80	63	229	195	161	119	83	66
	Montreal, Que.	562	312	267	218	157	123	94	226	192	157	114	80	63	227	193	159	116	81	64
	Portland, Me.	718	348	295	244	174	122	95	226	192	157	114	80	63	229	195	161	119	83	66
	Boston, Mass.	646	330	281	230	164	116	90	235	201	161	119	83	66	229	195	161	119	83	66
	New York, N.Y.	500	282	239	197	141	99	78	235	201	161	119	83	66	229	195	161	119	83	66
	Philadelphia, Pa.	424	263	225	184	131	92	72	228	194	159	116	81	64	227	193	159	116	81	64
	Baltimore, Md.	378	245	209	172	123	86	67	226	192	157	114	80	63	226	192	157	114	80	63
	Norfolk, Va.	570	305	260	213	153	107	84	271	232	192	138	96	75	271	232	192	138	96	75
	Albany, N.Y.	462	276	234	193	138	98	75	228	194	159	116	81	64	227	193	159	116	81	64

3100

I.C.C. DOCKET I.&S. 6615
WITNESS
EXHIBIT

Statement of Eastbound Commodity Rates (other than grain) as currently published from stations in Central Territory to the North Atlantic Ports of Boston, Mass., and Baltimore, Md., applying on export traffic.

Statement includes:

1. Item number in Agent H. R. Hinsch tariff 218-O, ICC 4542.
2. Brief commodity description.
3. Origins (representative origins selected in those cases where a multitude of origins are included in the item).
4. Rates as currently published to the ports of:

   Boston, Mass.
   Baltimore, Md.

5. Carload Minimum Weight.
6. Proposed rate to the Port of Boston.

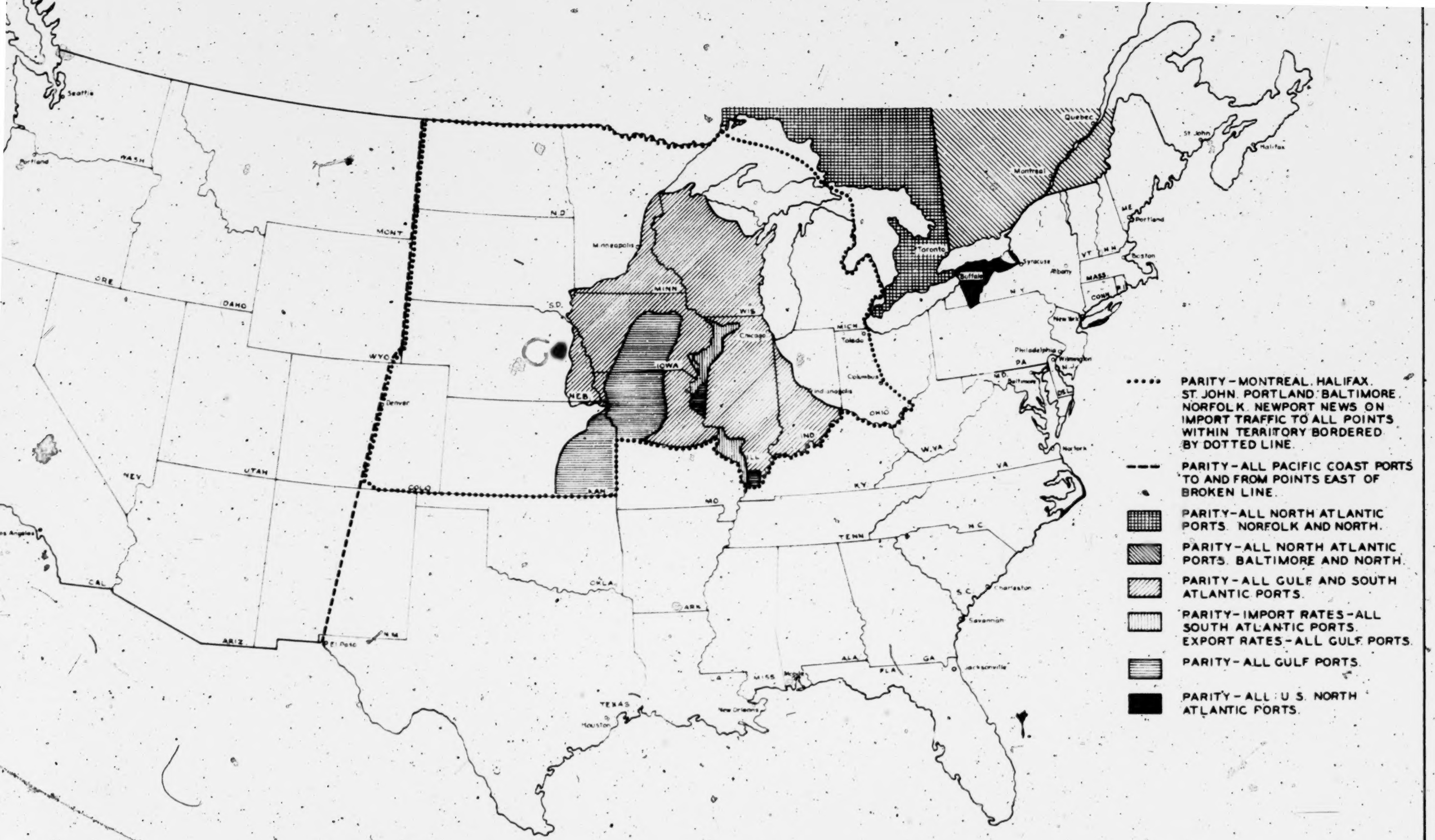
Unless otherwise indicated, all rates herein are subject to the increases in rates found in tariffs X-175-C, X-196-A, and X-206.

All rates in cents per 100 pounds unless otherwise indicated.

Includes all supplementary charges through supplement 224, May 1, 1957.

3102

Source: Agent H. R. Hinsch, I.C.C. No. 4542



MAP ILLUSTRATING EXTENT OF

UNITED STATES AND CANADIAN

INTERIOR TERRITORIES ENJOYING PARITY OF IMPORT - EXPORT RAILROAD RATES VIA ATLANTIC, GULF AND PACIFIC COASTAL PORTS

3101

[fol. 3103]

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16000	Acetone	Peoria, Ill.	105	102	30,000 lbs.	102
		Terre Haute, Ind.	94	91	30,000 lbs.	91
16001-B	Acid, Phthalic Anhydride	E. St. Louis, Ill.) St. Louis, Mo.)	73	70	70,000 lbs.	70
16002-A	Acid, Phthalic Anhydride	Irontown, O. (Not subject to X-1750 or X-1960.)	63	60	70,000 lbs.	60
16008	Acid, Phthalic Anhydride	Chicago, Ill.	67	64	70,000 lbs.	64
16010-C 16011-E 16011.1-A 16012-D 16013-C 16014-F 16015-D 16016-D	Agricultural Implements and parts	various -- located in all states in territory e.g.				
			A B	A B		
		Columbus, Ind.	86½ 66	83½ 63	A-30,000 lbs.	86½ 66
		Galion, Ohio	68½ 52½	65½ 49½	B-40,000 lbs.	68½ 52½
		Indianapolis, Ind.	83½ 64	80½ 61		83½ 64
		Milwaukee, Wis.	90 69	87 66		90 69
		Peoria, Ill.	90 69	87 66		90 69
16030-C	Alumina, calcined or hydrated	E. St. Louis, Ill.	A B 39 56	A B 35 53	A-80,000 lbs. B-40,000 lbs.	A B 39 56
16040	Aluminum, plate, sheet or rods	Louisville, Ky.	103	100	30,000 lbs.	103
16050-B	Automobile Parts, bodies, etc.	Jayne, Mich.	82	79	40,000 lbs.	82
16051-B	Automobile Parts, bodies, etc.	Mattoon, Ill.	94	91	40,000 lbs.	94
16060-A	Barrels, old or new, or slack cooperage, KD	Aurora, Ind.	75	72	45,000 lbs.	75
		Cincinnati, Ohio	70	66	45,000 lbs.	70
		E. St. Louis, Ill.	84	90	45,000 lbs.	84
		Lawrenceburg, Ind.	75	72	45,000 lbs.	75
		Louisville, Ky.	81	76	45,000 lbs.	81
		St. Louis, Mo.	84	90	45,000 lbs.	84

Not subject to X-1750 or X-1960.

3103

[fol. 3104]

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16065-B	Barrels, wooden, tight, old	Aurora, Ind. Lawrenceburg, Ind.	(1) A B C 88 97 114	(1) A B C 85 94 111	A-28,000 R B-18,000 R C-14,000 R	A 85 B 94 C 111
		(1) Not subject to X-175[illegible]				
16068	Barrels, set up, old, wooden	Cincinnati, Ohio	83	80	28,000 R	80
		Not subject to X-175[illegible]				
16069-B	Barrels, set up, old, wooden	Louisville, Ky.	83	80	28,000 R	80
16070	Barrels, old or new, tight or slack cooperage KD	Not subject to X-175[illegible] Peoria, Ill. Pekin, Ill.	73	70	45,000 lbs.	70
16080	Batteries, dry cell	Dubuque, Ia. Madison, Wis.	114 95	111 92	40,000 lbs. 40,000 lbs.	111 92
16090	Bead Wire	Niles, Mich.	91	88	40,000 lbs.	88
16100	Calcium Chloride	Midland, Mich	84	81	70,000 lbs.	81
		Not subject to X-175[illegible] or X-196[illegible]				
16130	Carbon Electrodes	Black Fork, Ohio	55	52	60,000 lbs.	52
16225	Catalyst, silica gel	Cincinnati, Ohio	959	899	50,000 lbs.	899
		Rates in cents per ton of 2000 lbs.				
16240	Cheese	Manistique, Mich.	130	126	24,000 lbs.	126
16250	Cigarettes, Smoking Tobacco	Louisville, Ky.	160 * 129	157 * 126	30,000 lbs. *Excess over 40,000 lbs.	157 *126

3104

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16280	Compound, liquid waterproofing or hardening	Marshall, Ill.	76	73	50,000 lbs.	73
16285	Compounds; ammonia, organic	Chicago, Ill.	73	70	in pkgs. 40,000) tank cars R35)	70
16286	Containers, sheet iron or steel viz: Cans	Chicago, Ill.	A B 120 114	A B 117 111	A 15,000 lbs. B 30,000 lbs.	A 117 B 111
		Hubbard, Ohio) Niles, Ohio) N. Warren, Ohio) Sharon, Ohio) Warren, Ohio)	81 76	78 73	A 15,000 lbs. B 30,000 lbs.	A 78 B 73
16287-B	Dental Plaster	Maumee, Ohio) Toledo, Ohio)	58	55	70,000 lbs.	55
		Not subject to X-175C or X-196A.				
16290	Di-Calcium Phosphate	Chicago, Ill.	79	76	60,000 lbs.	79
		St. Louis, Mo.	86	83	60,000 lbs.	83
16300	Dump Cars or parts	Aurora, Ill.	97	94	60,000 lbs.	94
		Barnesville, Ohio	66	63	60,000 lbs.	63
		Columbus, Ohio	72	69	60,000 lbs.	69
		Findlay, Ohio	73	70	60,000 lbs.	70
16325	Engines, steam, or parts thereof	Milwaukee, Wis.	A B 90 69	A B 87 66	A 30,000 lbs. B 40,000 lbs.	A 87 B 66
16330-D	Equipment, Plant and office	Detroit, Mich.	104	101	40,000 lbs.	101
		Toledo, Ohio	104	101	40,000 lbs.	101
		Not subject to X-175C or X-196A.				

3105

[fol. 3106]

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16370-D	Glass Containers	Various in Ill, Ind., Ohio, W. Va., e.g.:				
		Alton, Ill.	82	79	30,000 lbs.	79
		Huntington, W. Va.	55	52	30,000 lbs.	52
		Lancaster, Ohio	55	52	30,000 lbs.	52
		Indianapolis, Ind.	69	66	30,000 lbs.	66
16373.1B	Grading and "Road making" Implements	Various in Ia., Ill., Mich., Ind., Wis., Ohio, e.g.:	A B	A B	A 30,000 lbs.	A B
		Burlington, Ia.	109 84	106 81	B 40,000 lbs.	106 81
		Green Bay, Wis.	115 91	112 88		112 88
		Indianapolis, Ind.	102 77	99 74		99 74
		Lima, Ohio	109 84	106 81		106 81
		Moline, Ill.	109 84	106 81		106 81
		Wayne, Mich.	109 84	106 81		106 81
		Not subject to X-175C or X-196.				
16374	Glassware noibn	Columbus, Ohio	83	80	30,000 lbs.	80
		Dunkirk, Ind.	97	94		94
		Toledo, Ohio	93	90		90
		Zanesville, Ohio	80	77		77
		Not subject to X-175C or X-196.				
16375	Gums or Rosins, synthetic	Louisville, Ky.	89	86	30,000 lbs. in pkgs. R35 in tank cars	86
16380	Ink, writing	Fort Madison, Ia.	189	186	23,000 lbs.	180
		Not subject to X-175C				

3106

5.

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16390	Latex	Louisville, Ky.	71	68	40,000 lbs. in pkg. R 35 in tank cars	68
	Rubber, crude	Louisville, Ky.	71	68	70,000 lbs.	68
16440	Linseed Oil-Cake or Meal	Cleveland, Ohio	36	33	56,000 lbs.	33
16460 C	Household Appliances: viz (Washing Machines Dryers & Ironing Machines)	Louisville, Ky.	112	109	(1)	109
			128	125	(2)	125
	Refrigerators	Louisville, Ky.	128	125	18,000 lbs. R	125
	Dish Washing Machines	Louisville, Ky.	128	125	16,000 lbs. R	125
	Garbage Disposal Units (Air Coolers, Heaters, etc.)	Louisville, Ky.	94	91	24,000 lbs. R	91
	Stoves and Ranges	Louisville, Ky.	128	125	16,000 lbs. R	125
			83	80	24,000 lbs. R	80
16462 C	Machinery or Machines Cement Making	Milwaukee, Wis.	99	96	60,000 lbs.	96

(1) Sliding scale of minimum weights: In cars 40'7" or less in length, 22,000 lbs; not over 50'6", 28,000 lbs; and over 50'6", 48,000 lbs.

(2) Sliding scale of minimum weights: In cars 40'7" or less in length, 16,000 lbs; not over 50'6", 22,000 lbs; and over 50'6", 32,000 lbs.

3107

Not subject to X-1756 or X-1964.

[fol. 3108]

6.

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16405	Machinery or Machines, Paper Making	Hamilton, Ohio Middletown, Ohio	87	84	40,000 lbs.	84
16466 B	Machinery or Machines; Power Shovels, crawler-type Cranes, Rubber-Mounted cranes, Draglines, Clamshells, etc.	Bucyrus, Ohio Findlay, Ohio Lima, Ohio Marion, Ohio	93 93 93 89	90 90 90 86	24,000 R34 24,000 R34 24,000 R34 24,000 R34	90 90 90 86
16467	Machinery or parts, metal rolling mills	Louisville, Ky.	83	80	36,000 lbs.	80
			A B	A B		A B
16480	Machinery, sugar mill rolls (re-export via reverse route of movement only)	Cincinnati, Ohio. E. St. Louis, Ill. Hamilton, Ohio Hillsboro, Ohio St. Louis, Mo.	77 85 77 95 77 85 77 85 77 95	74 82 74 92 74 82 74 82 74 92	A 40,000 lbs. B 24,000 lbs.	74 82 74 92 74 82 74 82 74 92
16500	Magnesite, dead burned	Manistee, Mich.) Stronach, Mich.)	103½	97½	60,000 lbs.	97½

Rates in cents per ton 2000 lbs.

16520	Horsemeat, frozen hindquarters	E. St. Louis, Ill.) St. Louis, Mo.)	97	94	40,000 lbs.	94

(Applies only when destined to Belgium, Holland or Sweden)

16540	Milk, condensed or evaporated, powdered or flaked, Milk, solid	Various in Ill. & Wis., e.g.				
			A B	A B		A B
		Amboy, Ill.	70 61	67 58	A 36,000 lbs.	67 58
		Burlington, Wis.	70 61	67 58	B 60,000 lbs.	67 58
		Pecatonica, Ill.	73 64	70 61		70 61
		Watertown, Wis.	71 62	68 59		68 59

3105

[fol. 3109]

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16550	Motorcycles, Motorcycle sidecars, chains and parts of same	Milwaukee, Wis.	209	206	15,000 lbs. R	206
16553	Nickel Copper or Nickel articles; bars, billets, etc.	Huntington, W. Va.	82	79	30,000 lbs.	79
	Nickel-Iron-Chromium Alloy articles; bars, billets, etc.	Huntington, W. Va.	82	79	36,000 lbs.	79
16555 ..	Oil, Linseed	Cleveland, Ohio	51	48	45,000 lbs.	48
16580	Paper, blank wall, newsprint	Manistique, Mich.	74	71	36,000 lbs.	71
	Paper, ground wood	Manistique, Mich.	74	71	40,000 lbs.	71
16600	Pitch, fuel	Chicago, Ill.	63	60	90% marked capacity of car	60
		Cleveland, Ohio	44	41		41
		Detroit, Mich.	51	48		48
		Dover, Ohio	44	41		41
		Ironville, Ohio	51	48		48
		Miles Ave., Ohio	44	41		41
		Toledo, Ohio	51	48		48
		Youngstown, Ohio	42	39		39
16620 ..	Bathroom or lavatory fixtures, Boilers Plumbers goods Radiators Water Closet seats Electrical appliances Generators Engines and Switchboards	Milwaukee, Wis. Sheboygan, Wis. Abingdon, Ill. Chicago, Ill.	124	121	36,000 lbs.	121

3109

Not subject to X-1750 or X-1964.

[fol. 3110]

8.

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16630	Potatoes, dried or dehydrated	Muscatine, Ia.	83	80	60,000 lbs.	80
16650 A	Rations, Meats, Vegetables, Candy, etc.	Chicago, Ill. Hammond, Ind.	89	96	80,000 lbs.	96
16680 A	Shock Absorbers, Hydraulic brake cylinders	Dayton, Ohio Shaker Crossing, Ohio	79	76	36,000 lbs.	76
16700	Sodium (soda) viz.: Bicarbonate of, Carbonate of, viz.: Soda Ash Sodium (soda) caustic	Various in W. Va. Belle, W. Va. Charleston, W. Va. Pitcher, W. Va.	44	41	70,000 lbs.	41
16705 C	Sodium: Disodium Phosphate Sodium Phosphate Sodium Silicofluoride Sodium Fluoride Laundry Sour Trisodium Phosphate	Chicago, Ill. Chicago Hts., Ill. Fernald, Ohio Joliet, Ill. Jeffersonville, Ind. Trenton, Mich.	A 79 B 66 #C 1130 60 57 1130 75 66 1130 -- -- 1130 60 56 1130	A 76 B 63 #C 1070 65 54 1070 76 63 1070 -- -- 1070 63 53 1070	A-40,000 lbs. B-80,000 lbs. bulk C-80,000 lbs. pkg.	A 76 B 63 #C 1070 65 54 1070 76 63 1070 -- -- 1070 63 53 1070
16711	Soda, caustic	Midland, Mich. Montague, Mich.	A 64 B 70 75 81	A 61 B 67 72 78	A-70,000 lbs. B-45,000 lbs.	A 61 B 67 72 78
16715	Springs, semi-elliptic	Chicago, Ill. New Castle, Ind.	90 80	87 77	50,000 lbs. 50,000 lbs.	87 77

#Rates in column C are not subject to X-1750 and are in cent's per ton of 2000 lbs.

Not subject to X-1750 or X-1960.

3110

[fol. 3111]

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16720	Styrene, liquid	Charleston, W. Va. Institute, W. Va. So. Charleston, W. Va.	59	56	36,000 lbs. in bbls. R 35 in tank cars	56
		Not subject to X-175C				
16730 B	Syrup, corn (Apply column A rates) Syrup, malt (Apply column B rates)	Stations in rate group numbers, e.g.	A B	A B	A-in pkgs 36,000 lbs. in tank cars R 35	A B
		10,000 Chicago, Ill.	62 63	59 60	B-in pkgs 40,000 lbs.	59 60
		10,015 Chicneyville, Ill.	62 63	59 60	in tank cars R 35	59 60
		11,002 Champaign, Ill.	66 68	63 65		63 65
		11,003	66 68	63 65		63 65
		11,200 Allon, Ill.	66 68	63 65		63 65
		11,300 Elkhart, Ill.	66 68	63 65		63 65
		11,600 Edinburg, Ill.	68 72	65 69		65 69
		11,700 Edwardsville, Ill.	68 72	65 69		65 69
		Indianapolis, Ind.	62 63	59 60		59 60
		11,702 Elcroy, Ill.	68 72	65 69		65 69
16740	Tanks, not mounted I or S, glass enameled, etc.	Cincinnati, Ohio Milwaukee, Wis.	130	127	25,000 lbs.	127
		Not subject to X-175C or X-196A.				
16750	Tar, coal, crude in tank cars	Lorain, Ohio	62½	56½	Rule 35	56½

Rates in cents per ton 2000 lbs.

3111

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16770 A	Tires, rubber; Tubes, Flaps, etc.	Akron, Ohio) Barberton, Ohio) Brittain, Ohio) Cleveland, Ohio)	79	76	30,000 lbs.	76
16780	Tires, rubber; Tubes, parts, etc.	Dayton, Ohio	86	83	30,000 lbs.	83
		Detroit, Mich.	94	91		91
		Indianapolis, Ind.	99	96		96
		Jackson, Mich.	95	92		92
		Mansfield, Ohio	83	80		80
		Newark, Ohio	79	76		76
16790	Tobacco, unmanufactured		A B	A B		A B
		Cincinnati, Ohio	99 108	96 105	A 18,000 lbs.	96 105
		Henderson, Ky.	119 129	116 126	or more	116 126
		Lexington, Ky.	99 108	96 105		96 105
		Louisville, Ky.	99 108	96 105	B less than	96 105
		Madison, Ind.	99 108	96 105	18,000 lbs.	96 105
		Owensboro, Ky.	119 129	116 126		116 126
		Paducah, Ky.	119 129	116 126		116 126
		Weaverton, Ky.	119 129	116 126		116 126
		W. Henderson, Ky.	119 129	116 126		116 126
16800	Tobacco, unmanufactured	Shelbyville, Ky.	99 108	96 105	A 18,000 lbs. and over	96 105
					B less than 18,000 lbs.	
16810 A	Tobacco, manufactured, cut or granulated, chewing or smoking	Louisville, Ky.	147	143	36,000 lbs.	143

3113

ITEM	COMMODITY	ORIGIN	BOSTON MASS.	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE TO BOSTON
16815	Underframes, steam locomotive and tender, iron or steel	E. St. Louis, Ill.	90	87	40,000 lbs.	87
		Not subject to X-175C				
16820	Ammonia, Sulphate of	Canton, Ohio	646	586	100,000 lbs.	586
		Cleveland, Ohio	646	586		586
		Massilon, Ohio	646	586		586
		N. Warren, Ohio	630	570		570
		Warren, Ohio	630	570		570
		Youngstown, Ohio	630	570		570
		Rates in cents per ton 2000 lbs.				
16821	Ammonia, Sulphate of	Zanesville, Ohio	800	740	100,000 lbs.	740
		Rates in cents per ton 2000 lbs. Not subject to X-175C or X-196A.				
16822	Ammonia, Sulphate of	Chicago, Ill.	1000	940	100,000 lbs.	940
		Rates in cents per ton 2000 lbs. Not subject to X-175C or X-196A.				
16850 B	Soda, caustic	Barberton, Ohio	57	54	45,000 lbs.	54
		Detroit, Mich.	66	63		63
		Fairport Harbor, Ohio	57	54		54
		Painesville, Ohio	57	54		54
		Perry, Ohio	57	54		54
		Wyandotte, Mich.	66	63		63
		Not subject to X-175C or X-196A.				

ITEM	COMMODITY	ORIGIN	BOSTON MASS.		BALTIMORE MD.		MINIMUM WEIGHT	PROPOSED RATE TO BOSTON	
			A	B	A	B		A	B
17050	Automobile Parts Apply rates in column A Automobile Bodies Apply rates in column B	Origins taking rate group nos: 7400 to 12500 o.g.							
		7800 Detroit, Mich.	86	144	83	141	30,000 lbs.	83	141
		8200 Wayne, Mich.	91	152	88	149		88	149
		8709 Cincinnati, Ohio	97	162	94	159	B 15,000 lbs. R	94	159
		8807 Flint, Mich.	97	163	94	160		94	160
		9103 Lansing, Mich.	101	171	98	168		98	168
		9215 Grand Rapids, Mich.	101	172	98	169		98	169
		10000 Chicago, Ill.	111	186	108	183		108	183
		10005 Milwaukee, Wis.	111	186	108	183		108	183
17080	Packing House Products, viz.: Bladders Dry salt fat back skins Grease Hog Hair Lard Meats Neatsfoot stock Oils Oleo stock Rendered pork fat Salt pork livers, etc.	Origins taking rate group nos. 6600 to 12002 o.g.							
		6601 Fairview, Pa.		58		55	35,000 lbs.		55
		9306 Indianapolis, Ind.		79		76			76
		10000 Chicago, Ill.		85		82			82
		11700 St. Louis, Mo.		97		94			94
		12000 Cairo, Ill.		100		97			97
		Freeport, Ill.) Madison, Wis.) Rockford, Ill.)		89		86			86
17100 17105	Sodium (Soda) viz.: Bicarbonate of Carbonate of, Soda Ash Caustic(sodium hydroxide) Apply column A rates Ammonia, sulphate of Apply column B rates Calcium chloride Apply column A rates	Origins taking rate group nos. 6600 to 12002 o.g.							
		6601 Fairview, Pa.	42	40	39	37	70,000 lbs.	39	37
		9306 Indianapolis, Ind.	57	51	54	48		54	48
		10000 Chicago, Ill.	62	53	59	50		59	50
		11700 St. Louis, Mo.	72	59	69	56		69	56
		12000 Cairo, Ill.	73	61	70	58		70	58

3114

[fol. 3115]

166
I.C.C. DOCKET I.&S. 6615
WITNESS Day
EXHIBIT _____

Statement of Westbound Commodity Rates as currently published from the North Atlantic Ports of Boston and Baltimore to stations in Central Freight Association Territory applying on import traffic.

Statement includes:

1. Brief description of commodity.
2. Destination (representative destinations selected in those cases where a multitude of destinations are included in the item.)
3. Item number in Agent O. E. Swenson's tariff 26F, I.C.C. 591.
4. Rates (Standard and Differential) as currently published from Boston.
5. Item numbers in Agent C. W. Boin's tariff T/C-43-H, I.C.C.A-1017 and T/C 23-Q, I.C.C.A-1116.
6. Rates as currently published from Baltimore.
7. Carload Minimum Weight.
8. Proposed rate from the Port of Boston.

Rates in cents per 100 lbs. unless otherwise indicated.

Unless otherwise indicated all rates are subject to Ex Parte 175-C, 196-A, and 206 increases.

Includes all supplemental changes through supplement 227 (26-F), 47 (43-H), and 12 (23-Q).

Source: Agent O. E. Swenson - I.C.C. 591
Agent C. W. Boin - I.C.C. A-1017
Agent C. W. Boin - I.C.C. A-1116

3/15

[fol. 3116]

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS. Stan.	BOSTON MASS. Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Aluminum Silicate Ore	Cincinnati, Ohio) Taylor, Ky.) St. Louis, Mo.	1535	699 902	679 882	220	639 842	90% marked capacity of car	639 842
	Rates in cents per ton of 2000 lbs.							
Antimony:								
Sulphide of, crude, Concentrated Ore	Cleveland, Ohio) Elyria, Ohio)	1530	43	42	225	40	50,000 lbs.	40
Antimony Sulphide:	Chicago, Ill	1400A	66	65	227	63	50,000 lbs.	63
Crude	Indianapolis, Ind.		61	60		58	"	58
Concentrated Ore	Granite City, Ill.) St. Louis, Mo.)		76	75		73	"	73
Asbestos Fibre	E. St. Louis, Ill. St. Louis, Mo.	1405B	82	81	230B	78	50,000 lbs.	78
	Not subject to X-175C or X-196A.							
Asbestos, crude or Fibre	Akron, Ohio	1406B	77	--	231	74	50,000 lbs.	74
	Barberton, Ohio		77	--		74	"	74
	Bloomington, Ill.) Chicago, Ill.)		77	76		74	"	74
	Milwaukee, Wisc.		82	81		78	"	78
	Racine, Wisc.		82	81		78	"	78
	Waukegan, Ill.		78	77		75	"	75
	Not subject to X-175C or X-196A.							
Asbestos Fibre	Zolienople, Pa.	1410A	52		233	49	60,000 lbs.	49

3116

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS. Stan.	Diff.	ITEM T/C 43H	BALTIMORE MD	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Asbestos Refuse and shorts	Chicago, Ill.	1415	54	53	235	51	60,000 lbs.	51
	Cincinnati, Ohio		54	53		51	60,000 lbs.	51
	Cleveland, Ohio		54	--		51	60,000 lbs.	51
	St. Louis, Mo.		66	65		63	"	63
	Wilmington, Ill.		62	61		59	"	59
Bars, Sheet or Tin Plate	Kokomo, Ind.	1498A	1226	---	2584	1166	112,000 lbs.	1166
	Rates in cents per gross ton 2240 lbs.							
Barium Sulphate (Barytes Ore)	Collinsville, Ill.	1422C	920	900	260	860	100,000 lbs.	860
	Depue, Ill.)		865	845		805		805
	Howe, Ill.)		865	845		805		805
	Charleston, W. Va.)		546	---		486		486
	So. Charleston, W. Va.)		546	---		486		486
	Huntington, W. Va.		660	---		600		600
	Rates in cents per ton 2240 lbs.							
Beans, Castor	Cleveland, Ohio	1425	46	---	307	43	80,000 lbs.	43
Bones	Cincinnati, Ohio	1435	54	53	315	51	40,000 lbs.	51
Brass, Bronze & Copper Articles Bars or Billets, rough cast; Cakes, Ingots, Pigs, Slabs and Cathodes. Cake, Cocoa Press	Cleveland, Ohio	1437C	56	---	317A	53	100,000 lbs.	53
	Not Subject to X-175C or X-196A.							
	Chicago, Ill.	1453A	81	80	322	--	50,000 lbs.	77
	Not Subject to X-175C or X-196A.							
Calcium Tartrate (Tartrate of Lime)	Elyria, Ohio	1440	57	--	325	54	40,000 lbs.	54

3117

[fol. 3118]

2. COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS.		ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	3. PROPOSED RATE FROM BOSTON
			Stan.	Diff.				
Casein (Dry milk curd)	Hamilton, Ohio	1445A	83	82	327A	80	60,000 lbs.	80
	Not Subject to X-175C or X-196A.							
Chalk Crude	Brooksville, O.) New Castle, Pa.)	1446½	70	69	335	67	40,000 lbs.	67
	Not Subject to X-175C or X-196A.							
Casein (Milk curd)	Chicago, Ill.) Gypsum, O.)	1446B	100	--	328-A	97	36,000 lbs.	97
	Not Subject to X-175C or X-196A.							
Corkwood	Chicago, Ill.	1466	200	197	378	197	14,000 lbs.	197
Clay Ball or China	Rockport, Ind.	1612	52 (A) 57 (B)	51 (A) 56 (B)	342	49 (A) 54 (B)	60,000 lbs.	49 (A) 54 (B)
A in open cars B in closed cars or open cars protected by tarpaulin or other protective coverings.								
Cobalt Metal Rondellos	Kokomo, Ind.	1450	183	180	360	180	30,000 lbs.	180
Cocoa Beans	Bloomington, Ill.) Chicago, Ill. Chicago Hts., Ill. Evansville, Ind. Indianapolis, Ind. Louisville, Ky. Milwaukee, Wis. Quincy, Ill. St. Louis, Mo. South Elgin, Ill. Waukegan, Ill.)	1430A	88	87	365A	84	40,000 lbs.	84
Cocoa Beans	Chicago, Ill.) Milwaukee, Wis.)	1430A	76		365A	73	80,000 lbs.	73
	Not Subject to X-175C or X-196A.							

3118

COMMODITY	DESTINATION	NETR 26F	BOSTON MASS. Stan.	BOSTON MASS. Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Copra (Dried Cocoanut Meat)	Cincinnati, Ohio	1455	51	50	370	48	80,000 lbs.	48
Cork Bark, Virgin Cork, Waste	Detroit, Mich.	1465	77	76	375	74	20,000 lbs.	74
Cork, Waste Cork Bark, Virgin Corkwood, Common and Corkwood Refuse	Beaver Falls, Pa.	1460	58	--	380	55	20,000 lbs.	55
Cotton, Noibn in o.c. in bales compressed to a density of not less than 22½ lbs. per cubic foot	Bradley, Ill.) Chicago, Ill.) Cincinnati, Ohio Cleveland, Ohio Detroit, Mich. Grand Rapids, Mich. Milwaukee, Wis. Naperville, Ill.	1470E	136	133	382A	131	40,000 lbs.	131
			119	116		114	"	114
			106	---		103	"	103
			120	117		116	"	116
			131	128		128	"	128
			141	138		138	"	138
			138	135		135	"	135
	Not Subject to X-175C or X-196A.							
Extract meat and/or Soup Stock	Chicago, Ill.	1472	83	81	392	80	50,000 lbs.	80
Ferro Chrome, Unfinished	Alloy, W. Va.) Glen Ferris, W. Va.)	1473	1060		405	1000	56,000 lbs.	1000
	Rates in cents per ton 2240 lbs.							
Fibre, Sisal or Ixtle	Chicago, Ill. Milwaukee (across Lake) Misc.)	1474	95	94	431A	91	30,000 lbs.	91
Fibre, Sisal or Ixtle	E. St. Louis, Ill.) St. Louis, Mo.)	1476	95	94	431A	92	30,000 lbs.	92
	Not Subject to X-175C or X-196A.							

3119

[fol. 3120]

4. RATE TON	COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS. Stan.	Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	5. PROPOSED RATE FROM BOSTON
	Fibre viz: Hemp, Jute or Manilla	Chicago, Ill. Milwaukee (across Lake) Wis.)	1474	96	95	4314	92	30,000 lbs.	92
		Not Subject to X-175C or X196 A.							
	Waste, Sisal Fibre and Waste, Sisal (Bagasse Fibre)	Chicago, Ill Detroit, Mich. Flint, Mich. St. Louis, Mo.	1596B	82 82 82 95	81 81 81 94	432	78 78 78 91	30,000 lbs. " "	78 78 78 91
		Not Subject to X-175C or X-196A.							
	Flaxseed	Chicago, Ill. Chicago Hts., Ill.	1475	56 56	55 55	435 435	53 53	80,000 lbs. "	53 53
	Flaxseed	Cleveland, Ohio	1475	42	--	434	39	80,000 lbs.	39
	Hats, Fibre, Palm Leaf or Straw	E. St. Louis, Ill.) Mascoutah, Ill.) St. Louis, Mo.)	1495	251	247	455	248	15,000 lbs.	248
	Iron & Steel Articles viz: Coiled Rods	Chicago, Ill. Crawfordville, Ind.) Kokomo, Ind.) Muncie, Ind.)	1497L	1658 1536	--- 1516	4644	1585 1463	80,000 lbs.	1585 1463
		Rates in cents per ton 2240 lbs.							
		Not Subject to X-175C or X-196A.							
	Iron & Steel Articles viz: Spiegel Eison (Spiegel Iron)	Farrell, Pa.) Sharon, Pa.) Youngstown, Ohio)	1582	980	---	4654	920	100,000 lbs.	920
		Rates in cents per ton 2240 lbs.							

[fol. 3121]

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS. Stan.	Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Jute Butts & Cuttings	E. St. Louis, Ill.) Herrin, Ill.) St. Louis, Mo.)	1498½	69	68	467	66	60,000 lbs.	6[illegible]
Jute Scrap or Waste	Chicago, Ill.)	1499C	81	80	469C	76	40,000 lbs.	76
	Chicago Hts., Ill.)		81	80		76	"	76
	Franklin, Ohio		66	65		63	40,000 lbs.	63
	Chicago, Ill.)		73	72		70	60,000 lbs.	70
	Chicago Hts., Ill.)		73	72		70	"	70
	Not Subject to X-175 or X-196.							
Kyanite (Cyanite) Sillimanite Ore	Detroit, Mich.	1505A	737	717	473	677	60,000 lbs.	677
	Louisville, Ky.		902	882		842	"	842
	New Haven, Ind.		827	807		767	"	767
	Pittsburgh, Pa.		590	---		530		530
	Washington, Pa.		590	---		530		530
	Rates in cents per ton 2240 lbs.							
Lumber, Built up Woods	New Albany, Ind.	1516D	83	82	5105	80	36,000 lbs.	80
	Louisville, Ky.		83	82		80	"	80
	Not Subject to X-175C or X-196.							
Mahogany & Philippine Lumber	Green Bay, Wis.	1517D	82	81	509	78	36,000 lbs.	78
	Kenosha, Wis.		81	80		76		76
	Manitowac, Wis.		81	80		76	"	76
	Marinette, Wis.		81	80		76		76
	Milwaukee, Wis.		81	80		76		76
	Peshtigo, Wis.		82	81		78		78
	Racine, Wis.		81	80		76		76
	Sheboygan, Wis.		81	80		76		76
	Two Rivers, Wis.		81	80		76		76
	Not Subject to X-175C or X-196.							

3121

[fol. 3122]

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS. Stan.	BOSTON MASS. Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Mahogany & Philippine Veneer	Green Bay, Wis.	1517D	94	93	509	90	36,000 lbs.	90
	Kenosha, Wis.		92	91		89		89
	Manitowac, Wis.		92	91		89	"	89
	Marinette, Wis.		92	91		89		89
	Milwaukee, Wis.		92	91		89		89
	Peshtigo, Wis.		94	93		90	"	90
	Racine, Wis.		92	91		89		89
	Sheboygan, Wis.		92	91		89	"	89
	Two Rivers, Wis.		92	91		89		89
		Not subject to X-175C or X-196.						
Lumber, viz: Mahogany	Louisville, Ky.	1517D	67		511	64	30,000 lbs.	64
		Not Subject to X-175C or X-196.						
Mica, Scrap	Chicago, Ill.	1520	56	55	515	53	80,000 lbs.	53
Nuts, Edible Shelled or Unshelled NOIBN Peanuts shelled salted or unsalted	Chicago, Ill.	1527F	106	--	546C	103	36,000 lbs.	103
	Terre Haute, Ind.		106	--		106	"	103
		Not Subject to X-175C or X-196.						
Ore, Bauxite	Kalamazoo, Mich.	1541	701	681	584	628	100,000 lbs.	628
	Middletown, Ohio		701	681		628		628
		Rates in cents per ton 2240 lbs.						
		Not Subject to X-175C or X-196.						
Ore, Bauxite, crude	Chicago, Ill. Danville, Ill. E. St. Louis, Ill. Louisville, Ky. St. Louis, Mo. Ottawa, Ill.	1540E	575	555	588	515	marked capacity of car	515
		Rates in cents per ton 2240 lbs.						

3122

[fol. 3123]

8.

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON M.SS. Stan.	Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Ore Cyanite	Danville, Ill.	1545	902	882	590	842	80,000 lbs.	842
	Rates in cents per ton 2240 lbs.							
Ore Celestite	Columbus, Ohio	1542	986	966	591	926	90% of marked capacity of car	926
	Rates in cents per ton 2240 lbs.							
Ore Lithium	Albion, Mich.	1561D	1496	1476	598B	1423	90% of marked	1423
	Columbus, Ohio		1297	1277		1224	capacity of car	1224
	Dunkirk, Ind.		1456	1436		1383		1383
	Hartford City, Ind.		1456	1436		1383		1383
	Lancaster, Ohio		1297	1277		1224		1224
	Lexington, Ky.		1480	1460		1492		1492
	Niles, Ohio		1123	---		1049		1049
	Parkersburg, W. Va.		1170	---		1097		1097
	Toledo, Ohio		1378	1358		1305		1305
	Rates in cents per ton 2240 lbs. Not Subject to X-1750 or X-1964.							
Ore, viz: Zinc and Zinc Concentrates	Burgettstown, Pa.	1565B	575	---	598	436	90% of marked	436
	Chicago, Ill.		942	922		756	capacity of	756
	Danville, Ill.		942	922		756	car	756
	Depue, Ill.		1035	1015		836		836
	Donora, Pa.		575	---		436		436
	Donora (Baird), Pa.		575	---		436		436
	E. St. Louis, Ill.		1099	1079		893		893
	Hillsboro, Ill.		1091	1071		885		885
	Howe, Ill.		1035	1015		836		836
	Josephtown, Pa.		575	--		436		436
	Kobuta, Pa.		575	--		436		436
	LaSalle, Ill.		1035	1015		836		836
	New Castle, Pa.		649	---		500		500
	St. Louis, Mo.		1099	1079		893		893
	Rates in cents per ton 2240 lbs. Not Subject to X-1750 or X-1964.							

3123

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS. Stan.	Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Ore Manganese	Alloy, W. Va.	1555B	561	---	600A	501	90% of marked capacity of car	501
	Glen Ferris, W. Va.		561	---		501		501
	Rates in cents per ton 2240 lbs.		Not Subject to X-175C or X-196A.					
Ore, Ilmenite	Cleveland, Ohio	1553B	714	---	604B	641	90% of marked capacity	641
	Byesville, Ohio		714	---		641		641
	Rates in cents per ton 2240 lbs.		Not Subject to X-175C or X-196A.					
Plate, Terne or Tin, Scrap	Neville Island, Pa.	1572A	878	---	622B	818	56,000 lbs.	818
	Rates in cents per ton 2240 lbs.							
Pig Iron	Chicago, Ill.	1571F	1380	1360	630A	1320	100,000 lbs.	1320
	Milwaukee, Wis.		1380	1360		1320		1320
	So. Bond, Ind.		1380	1360		1320		1320
	Waukesha, Wis.		1380	1360		1320		1320
	Grand Rapids, Mich.		1270	1250		1210		1210
	Muskegon, Mich.		1270	1250		1210		1210
	Sparta, Mich.		1270	1250		1210		1210
	Rates in cents per ton 2240 lbs.							
Rolls & Shafts, Sugar Mill, returned for repair	Cincinnati, Ohio	1575	63	62	655	60	40,000 lbs.	60
	Hamilton, Ohio		63	62		60		60
	Hillsboro, Ohio		63	62		60	"	60
	St. Louis, Mo.		63	62		60		60

3124

10.

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS. Stan.	Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Ore Zircon (crude Zirconium silicate)	Alloy, W. Va.	1570L	58	--	685G	55	56,000 lbs.	55
	Brighton, Mich.		70	69		67		67
	Chicago, Ill.		79	78		76		76
	Cincinnati, Ohio		74	73		71		71
	Cleveland, Ohio		61	--		58		58
	Detroit, Mich.		64	63		61		61
	E. St. Louis, Ill.		87	86		84		84
	Elyria, Ohio		64	63		61		61
	Indianapolis, Ind.		75	74		72		72
	Litchfield, Ill.		85	84		82		82
	Louisville, Ky.		75	74		72		72
	Mariotta, Ohio		58	--		55		55
	Milwaukee, Wis.		81	80		78		78
	St. Louis, Mo.		87	86		84		84
	Solon, Ohio		61	--		58		58
	Toledo, Ohio		64	63		61		61
	Utica, Ill.		83	82		80		80
		Not Subject to X-175C or X-1964.						
Roots, Chicory	Port Huron, Mich.	1581A	76	75	692	73	50,000 lbs.	73
		Not Subject to X-175C or X-1964.						
Spongo Clippings	Barberton, Ohio	1590	83	--	720	80	24,000 lbs.	80
	Cincinnati, Ohio		83	81		80	"	80
	Waukegan, Ill.		100	98		97	"	97
Spongo Clippings	Erie, Pa.	1590	63	--	725	61	24,000 lbs.	61
Sponge Iron or beneficiated iron ore	McKeesport, Pa.	1595	34	--	732	31	marked capacity of car	31

3,125

CORN

Tea

Wax

Asph

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON MASS. Stan.	BOSTON MASS. Diff.	ITEM T/C 43H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATES FROM BOSTON
Tea	Barrington, Ill.	1594E	139	137	762A	136	30,000 lbs.	136
	Chicago, Ill.		139	137		136	"	136
	Milwaukee, Wis.		142	140		139	"	139
	Streator, Ill.		139	137		136	"	136
	St. Louis, Mo.		139	137		136	"	136
	Cincinnati, Ohio		106	104		103	"	103
	Louisville, Ky.		106	104		103	"	103
		Not Subject to X-175C or X-196A.						
Wax Carnauba	Racine, Wis.	1597C	121	120	771	117	30,000 lbs.	117
		Not Subject to X-175C or X-196A.						
Asphalt (Asphaltum)	Rosston, Ind.	1417A	63	62	902	58	in pkgs. in bulk 40,000 lbs.	58
							in tank cars subject to Rule 35 of o.c.	

3126

12.

COMMODITY	DESTINATION	ITEM NETR 26F	BOSTON, MASS. Stan. 1	BOSTON, MASS. Stan. 2	BOSTON, MASS. Diff. 1	BOSTON, MASS. Diff. 2	ITEM T/C 43H	BALTIMORE MD. 1	BALTIMORE MD. 2	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON 1	PROPOSED RATE FROM BOSTON 2
In open-top cars not protected by tarpaulin or other protective covering - Column 1. In closed cars or open-top cars protected by tarpaulin or other protective covering - Column 2.												
Clay, Ball or Chinn	Various in Ill., Ohio, Ind., Mich., N. Y., W. Va., Wis., Ky. & Pa., eg.											
	Barberton, Ohio	1614B	36	41	38	43	917A	33	38	60,000 lbs.	33	38
	Chicago, Ill.	1611A	48	53	47	52		45	50	"	45	50
	Cincinnati, Ohio	1614B	42	47	41	46		39	44	"	39	44
	Cleveland, Ohio	1614B	36	41	38	43	913	33	38	"	33	38
	Decatur, Ill.	1611A	52	57	51	56		49	54	"	49	54
	Detroit, Mich.	1613	39	44	38	43		36	41	"	36	41
	Dunkirk, N. Y.	1613	30	35	38	43		27	32	"	27	32
	Erie, Pa.	1615B	30	35	38	43		27	32	"	27	32
	Evansville, Ind.	1612	52	57	51	56		49	54	"	49	54
	Grand Rapids, Mich.	1613	46	51	45	50	914	43	48	"	43	48
	Huntington, W. Va.	1616	39	44	38	43		36	41	"	36	41
	Indianapolis, Ind.	1612	46	51	45	50		43	48	"	43	48
	Peru, Ind.	1612	47	52	46	51	916	44	49	"	44	49
	Sheboygan, Wis.	1616	48	53	47	52		45	50	"	45	50
	Taylor, Ky.	1612	41	46	40	45	917A	38	43	"	38	43
	Wheeling, W. Va.	1616	30	35	38	43		27	32	"	27	32
			S		D							
Bagging or Cloth Burlap, Gunny Ixtle (Istle), Jute or Sisal, NOIBN	Various in Ill., Ohio, Ind., Mich. & Wis., e.g.											
	Chicago, Ill.	1608C	89		88		918	86		30,000 lbs.	86	
	Cincinnati, Ohio		89		88		920	86		"	86	
	Detroit, Mich.		89		88			86		"	86	
	Indianapolis, Ind.		89		88			86		"	86	
	Milwaukee, Wis.		89		88			86		"	86	

Not Subject to X-1750 or X-1964.

3127

COMMODITY	DESTINATION	NETR 26F	BOSTON, MASS. Stan.	BOSTON, MASS. Diff.	ITEM T/C 143H	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Ferro Manganese	Various in Ohio, Ill., Mich., Pa., Iowa, Ind., Wis. & Mo., c.g.							
	Alliance, Ohio	1618E	1043	---	942A	970	56,000 lbs.	970
	Chicago, Ill.		1682	1662	942A	1609	"	1609
	Detroit, Mich.		1317	1297	943A	1243	"	1243
	Lima, Ohio		1222	---	943A	1149	"	1149
	McKeesport, Pa.		984	---	943A	911	"	911
	Keokuk, Iowa		1852	1832	943A	1779	"	1779
	New Castle, Ind.		1496	1476	944A	1423	"	1423
	Racine, Wis.		1801	1781	944A	1728	"	1728
	St. Louis, Mo.		1820	1800	944A	1747	"	1747
	Rates in cents per ton 2240 lbs.				Not Subject to X-1750 or X-196..			
Pig Iron	Various in Ohio, Pa. & W. Va., c.g.							
	Aliquippa, Pa.	1655E	810	---	986A	750	100,000 lbs.	750
	Barberton, Ohio	1571F	1038	---	986A	978	"	978
	Farrell, Pa.	1655E	980	---	988A	920	"	920
	Mansfield, Ohio	1571F	1112	---	989A	1052	"	1052
	Minerton, W. Va.	1655E	810	---	991A	750	"	750
	Rates in cents per ton 2240 lbs.							

3 1 2 P.

SPECIFIC IMPORT COMMODITY RATES

14.

COMMODITY	DESTINATION	NETR 26F	BOSTON MASS. Stan.	BOSTON MASS. Diff.	ITEM T/C 230	BALTIMORE MD.	MINIMUM WEIGHT	PROPOSED RATE FROM BOSTON
Lead Lead Base Bullion Lead, Antimonial	Representative Points							
	Allegheny, Pa.	1630B	58	--	4570 to 4585	55	36,000 lbs.	55
	Chicago, Ill.		83	82		80	"	80
	Cincinnati, Ohio		71	70		68	"	68
	Dubuque, Iowa		96	95		93	"	93
	Detroit, Mich.		66	65		63	"	63
	Muncie, Ind.		75	74		72	"	72
	Wheeling, W. Va.		58	--		55	"	55

Not Subject to X-175C or X-196A.

Ore, Chrome	Representative Points							
	Aliquippa, Pa.	1604I	561	---	4910 to 5055	501	90% marked capacity of car	501
	Chicago, Ill.		929	909		869		869
	Cincinnati, Ohio		808	788		748		748
	Detroit, Mich.		728	708		668		668
	Dubuque, Iowa		1086	1066		1025		1025
	Dunkirk, N. Y.		561	---		501		501
	Indianapolis, Ind.		865	845		805		805
	Louisville, Ky.		929	909		869		869
	Wheeling, W. Va.		561	---		501		501

Rates in cents per ton 2240 lbs.

Not subject to X-175C or X-196A.

3129

[fol. 3130]

15.

COMMODITY	DESTINATION	NETR 26F	BOSTON, MASS. Stan.	BOSTON, MASS. Diff.	ITEM T/C 23Q	BALTIMORE MD.	MINIMUM WEIGHT	PROPSED RATE FROM BOSTON
	Representative Points							
Ore, Manganese	Aliquippa, Pa.	1650J	561	---	4910 to 5055	501	90% marked	501
	Chicago, Ill.		929	909		869	capacity	869
	Cincinnati, Ohio		808	788		748		748
	Detroit, Mich.		728	708		668		668
	Dubuque, Iowa		1086	1066		1025		1025
	Dunkirk, N. Y.		561	---		501		501
	Indianapolis, Ind.		865	845		805		805
	Louisville, Ky.		929	909		869		869
	Wheeling, W. Va.		561	---		501		501
	Not subject to X-175C or X-196A. Rates in cents per ton 2240 lbs.							
Roots or Spices; Seeds; Herbs or Leaves	Chicago, Ill.	1580A	112	6070		109	40,000 lbs.	109
	Cincinnati, Ohio		105			102		102
	Not subject to 175C or 196A.							
	Representative Points							
Fluorspar; Gravelspar	Aliquippa, Pa.	1619A	976		2915-2921	916	40,000 lbs.	916
	Dunkirk, N. Y.		976			916	"	916
	Wheeling, W. Va.		976			916	"	916
	Youngstown, Ohio		1071			1011	"	1011
	Not subject to X-175C or X-196A. Rates in cents per ton 2240 lbs.							

3130

[fol. 3131]

170

I.C.C. Docket I&S 661
WITNESS _____
EXHIBIT NO. ___

STATEMENT OF DOMESTIC, IMPORT AND EXPORT CLASS RATES AND DOCKET 28300
SHORT LINE MILES BETWEEN KEY POINTS IN TERRITORY B OF CENTRAL FREIGHT
ASSOCIATION TERRITORY AND THE SOUTHERN PORTS OF WILMINGTON, N.C.,
CHARLESTON, S.C., SAVANNAH, GA., JACKSONVILLE, FLA., MOBILE, ALA.,
NEW ORLEANS, L.. AND HOUSTON, TEXAS.

All rates shown herein are in cents per hundred pounds and are subject to the Ex Parte 206 Increase.

Tariff Authority: see page 7.
Explanation of References: see page 7.

3131

Interior Point	Port	Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Burlington, Iowa	Wilmington, N.C.	1,130	457	388	320	229	160	126												
	Charleston, S.C.	1,080	445	378	312	223	156	122	C373	316	262	188	131	104	373	316	262	188	131	104
	Savannah, Ga.	1,037	432	367	302	216	151	119												
	Jacksonville, Fla.	1,090	445	378	312	223	156	122												
	Mobile, Ala.	826	384	326	269	192	134	105	A373	316	262	188	131	104	350	298	245	176	122	96
	New Orleans, La.	879	396	337	278	198	139	109	B360	303	251	181	128	100	332	279	234	170	119	92
	Houston, Tex.	948	408	348	286	205	143	112												
Cairo, Ill.	Wilmington, N.C.	912	403	342	282	201	141	111												
	Charleston, S,C.	794	372	316	261	187	130	103	A307	262	216	156	106	86	307	262	216	156	106	86
	Savannah, Ga.	745	359	305	251	180	126	99	B295	250	205	149	103	82	289	244	205	149	103	82
	Jacksonville, Fla.	761	366	311	257	183	128	101												
	Mobile, Ala.	497	282	240	197	141	99	77	A279	237	197	139	98	76	279	237	197	139	98	76
	New Orleans, La.	550	299	254	209	149	105	83	B267	226	187	133	94	73	261	219	187	133	94	73
	Houston, Tex.	703	348	295	244	174	122	95												
Centralia, Ill.	Wilmington, N.C.	933	408	347	286	204	143	112												
	Charleston, S.C.	859	390	332	273	195	137	107												
	Savannah, Ga.	816	378	321	265	189	132	104												
	Jacksonville, Fla.	868	390	332	273	195	137	107	A307	262	216	156	106	86	307	262	216	156	106	86
	Mobile, Ala.	604	317	269	222	159	111	87	B295	250	205	149	103	82	289	244	205	149	103	82
	New Orleans, La.	657	330	281	230	165	116	91												
	Houston, Tex.	783	372	316	261	187	130	103												
Chicago, Ill.	Wilmington, N.C.	991	421	358	295	211	147	116												
	Charleston, S.C.	980	421	358	295	211	147	116												
	Savannah, Ga.	989	421	358	295	211	147	116	A336	285	236	169	119	92	336	285	236	169	119	92
	Jacksonville, Fla.	1,055	439	373	307	220	154	121	B324	273	226	162	114	89	318	267	226	162	114	89
	Mobile, Ala.	837	384	326	269	192	134	106												
	New Orleans, La.	890	396	337	277	198	139	109												
	Houston, Tex.	1,035	432	368	303	217	152	120												

3132

[fol. 3133]

		Miles	Domestic Classes						Import Classes						Export Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Cincinnati, Ohio	Wilmington, N.C.	720	354	301	248	177	124	98												
	Charleston, S.C.	704	348	296	244	174	122	95	A279	237	197	139	98	76	279	237	197	139	98	76
	Savannah, Ga.	714	348	296	244	174	122	95	B267	226	187	133	94	73	261	219	187	133	94	73
	Jacksonville, Fla.	801	378	321	265	190	133	104												
	Mobile, Ala.	737	354	301	248	177	124	98												
	New Orleans, La.	834	384	326	268	192	135	106												
	Houston, Tex.	1,035	432	368	303	217	152	120												
Crawfordsville, Ind.	Wilmington, N.C.	880	396	337	277	198	139	109												
	Charleston, S.C.	843	384	326	259	192	134	106												
	Savannah, Ga.	853	390	332	273	195	137	107	A336	285	236	169	119	92	336	285	236	169	119	92
	Jacksonville, Fla.	931	408	347	286	204	143	112	B324	273	226	162	114	89	318	267	226	162	114	89
	Mobile, Ala.	750	359	305	251	180	126	99												
	New Orleans, La.	803	378	321	265	189	132	104												
	Houston, Tex.	956	414	352	290	208	145	114												
Danville, Ill.	Wilmington, N.C.	921	403	343	282	202	141	111												
	Charleston, S.C.	834	396	337	278	198	139	109												
	Savannah, Ga.	867	390	332	273	195	137	107	A336	285	236	169	119	92	336	285	236	169	119	92
	Jacksonville, Fla.	933	408	347	286	204	143	112	B324	273	226	162	114	89	318	267	226	162	114	89
	Mobile, Ala.	731	354	301	248	177	124	97												
	New Orleans, La.	784	372	316	260	186	130	102												
	Houston, Tex.	928	408	348	286	205	143	112												
Dubuque, Ia.	Wilmington, N.C.	1,160	463	394	324	232	162	127												
	Charleston, S.C.	1,135	457	388	320	229	160	126	C379	323	267	190	133	105	379	323	267	190	133	105
	Savannah, Ga.	1,108	452	384	316	226	158	124												
	Jacksonville, Fla.	1,174	463	394	324	232	162	127												
	Mobile, Ala.	929	408	347	286	204	143	112												
	New Orleans, La.	982	421	358	295	211	147	116	A379	323	267	190	133	105	379	323	267	190	133	105
	Houston, Tex.	1,090	445	378	312	223	156	122	B367	311	257	184	129	101	360	305	257	184	129	101

3133

[fol. 3134]

		Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
Effingham, Ill.	Wilmington, N.C.	923	403	343	282	202	141	111												
	Charleston, S.C.	855	390	332	273	195	137	107												
	Savannah, Ga.	812	378	321	265	189	132	104	A307	262	216	156	106	86	307	262	216	156	106	86
	Jacksonville, Fla.	878	396	337	278	198	139	109	B295	250	205	149	103	82	289	244	205	149	103	82
	Mobile, Ala.	629	323	275	226	162	113	89												
	New Orleans, La.	676	335	285	235	168	117	92												
	Houston, Tex.	821	378	322	265	189	133	104												
Evansville, Ind.	Wilmington, N.C.	845	384	326	268	192	135	106												
	Charleston, S.C.	749	359	305	251	180	126	99												
	Savannah, Ga.	706	348	296	244	174	122	95	A307	262	216	156	106	86	279	237	197	139	98	76
	Jacksonville, Fla.	772	366	311	257	183	128	101	B295	250	205	149	103	82	261	219	187	133	94	73
	Mobile, Ala.	618	317	269	222	159	111	87												
	New Orleans, La.	676	335	285	234	167	118	92												
	Houston, Tex.	829	384	326	269	193	135	106												
Indianapolis, Ind.	Wilmington, N.C.	836	384	326	269	192	134	106												
	Charleston, S.C.	799	372	316	260	186	130	102												
	Savannah, Ga.	809	378	321	265	189	132	104	A307	262	216	156	106	86	307	262	216	156	106	86
	Jacksonville, Fla.	887	396	337	277	198	139	109	B295	250	205	149	103	82	289	244	205	149	103	82
	Mobile, Ala.	758	359	305	251	180	126	99												
	New Orleans, La	811	378	321	265	189	132	104												
	Houston, Tex.	964	414	352	290	208	145	114												
Lafayette, Ind.	Wilmington, N.C.	901	403	343	282	202	141	111												
	Charleston, S.C.	864	390	332	273	195	137	107												
	Savannah, Ga.	874	390	332	273	195	137	107												
	Jacksonville, Fla.	952	414	352	290	207	145	114	A336	285	236	169	119	92	336	285	236	169	119	92
	Mobile, Ala.	777	366	311	256	183	128	101	B324	273	226	162	114	89	318	267	226	162	114	89
	New Orleans, La.	830	384	326	269	192	134	106												
	Houston, Tex.	975	414	352	290	208	145	114												

3134

[fol. 3135]

		Miles	Domestic Classes						Import Classes						Export Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Litchfield, Ill.	Wilmington, N.C.	990	421	358	295	211	147	116												
	Charleston, S.C.	916	403	343	282	202	141	111												
	Savannah, Ga.	873	390	332	273	195	137	107	A336	285	236	169	119	92	336	285	236	169	119	92
	Jacksonville, Fla.	925	403	343	282	202	141	111	B324	273	226	162	114	89	318	267	226	162	114	89
	Mobile, Ala.	661	335	285	235	168	117	92												
	New Orleans, La.	714	348	296	244	174	122	96												
	Houston, Tex.	822	378	322	265	189	133	104												
Louisville, Ky.	Wilmington, N.C.	726	354	301	248	177	124	98												
	Charleston, S.C.	689	341	290	239	171	120	94												
	Savannah, Ga.	699	341	290	239	171	120	94	A279	237	197	139	98	76	279	237	197	139	98	76
	Jacksonville, Fla.	777	366	311	257	183	128	101	B267	226	187	133	94	73	261	219	187	133	94	73
	Mobile, Ala.	649	330	280	231	165	116	91												
	New Orleans, La.	743	359	305	251	180	126	99												
	Houston, Tex.	930	408	348	286	205	143	112												
Mattoon, Ill.	Wilmington, N.C.	939	408	347	286	204	143	112												
	Charleston, S.C.	877	396	337	278	198	139	109												
	Savannah, Ga.	834	384	326	269	192	134	106	A336	285	236	169	119	92	336	285	236	169	119	92
	Jacksonville, Fla.	900	396	337	278	198	139	109	B324	273	226	162	114	89	318	267	226	162	114	89
	Mobile, Ala.	664	335	285	235	168	117	92												
	New Orleans, La.	717	348	296	244	174	122	96												
	Houston, Tex.	863	390	332	273	195	137	107												
Mendota, Ill.	Wilmington, N.C.	1,045	432	367	302	216	151	119												
	Charleston, S.C.	1,008	427	363	299	214	149	117												
	Savannah, Ga.	981	421	358	295	211	147	116	A336	285	236	169	119	92	336	285	236	169	119	92
	Jacksonville, Fla.	1,047	432	367	302	216	151	119	B324	273	226	162	114	89	318	267	226	162	114	89
	Mobile, Ala.	799	372	316	260	186	130	102												
	New Orleans, La.	852	390	332	273	195	137	107												
	Houston, Tex.	979	421	357	295	211	147	116												

3135

[fol. 3136]

		Miles	Domestic Classes						Import Classes						Export Classes					
			1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Milwaukee, Wis.	Wilmington, N.C.	1,076	445	378	312	223	156	122												
	Charleston, S.C.	1,065	439	373	307	220	154	121	C350	298	245	176	122	96	350	298	245	176	122	96
	Savannah, Ga.	1,073	439	373	307	220	154	121												
	Jacksonville, Fla.	1,139	457	388	320	229	160	126												
	Mobile, Ala.	922	403	343	282	202	141	111												
	New Orleans, La.	975	414	352	290	207	145	114	A350	298	245	176	122	96	350	298	245	176	122	96
	Houston, Tex.	1,119	452	384	316	226	159	124	B338	285	234	170	119	92	332	279	234	170	119	92
Peoria, Ill.	Wilmington, N.C.	1,038	432	367	302	216	151	119												
	Charleston, S.C.	997	421	358	295	211	147	116												
	Savannah, Ga.	954	414	352	290	207	145	114	A336	285	236	169	119	92	336	285	236	169	119	92
	Jacksonville, Fla.	1,020	427	363	299	214	149	117	B324	273	226	162	114	89	318	267	226	162	114	89
	Mobile, Ala.	767	366	311	256	183	128	101												
	New Orleans, La.	820	378	321	265	189	132	104												
	Houston, Tex.	925	403	342	282	201	141	111												
Quincy, Ill.	Wilmington, N.C.	1,111	452	384	316	226	159	124												
	Charleston, S.C.	1,027	432	367	302	216	151	119	C373	316	262	188	131	104	373	316	262	188	131	104
	Savannah, Ga.	984	421	358	295	211	147	116												
	Jacksonville, Fla.	1,022	427	363	299	214	149	117												
	Mobile, Ala.	758	359	305	251	180	126	99												
	New Orleans, La.	811	378	321	265	189	132	104	A336	285	236	169	119	92	336	285	236	169	119	92
	Houston, Tex.	876	396	336	278	198	139	108	B324	273	226	162	114	89	318	267	226	162	114	89
Rockford, Ill.	Wilmington, N.C.	1,074	439	373	307	220	154	121												
	Charleston, S.C.	1,054	439	373	307	220	154	121	C356	303	250	179	123	98	356	303	250	179	123	98
	Savannah, Ga.	1,051	439	373	307	220	154	121												
	Jacksonville, Fla.	1,117	452	384	316	226	159	124												
	Mobile, Ala.	870	390	332	273	195	137	107												
	New Orleans, La.	923	403	343	282	202	141	111	A356	303	250	179	123	98	356	303	250	179	123	98
	Houston, Tex.	1,049	432	368	303	217	152	120	B343	292	239	173	120	94	338	285	239	173	120	94

3136

[fol. 3137]

		Miles	Domestic Classes 1	2	3	4	5	6	Import Classes 1	2	3	4	5	6	Export Classes 1	2	3	4	5	6
St. Louis, Mo.	Wilmington, N.C.	990	421	358	295	211	147	116												
	Charleston, S.C.	909	403	343	282	202	141	111	A336	285	236	169	119	92	336	285	236	169	119	92
	Savannah, Ga.	866	390	332	273	195	137	107	B324	273	226	162	114	89	318	267	226	162	114	89
	Jacksonville, Fla.	905	403	343	282	202	141	111												
	Mobile, Ala.	641	330	281	230	165	116	91												
	New Orleans, La.	685	341	290	239	171	119	94	A336	285	236	169	119	92	307	262	216	156	106	86
	Houston, Tex.	774	365	311	257	183	128	101	B324	273	226	162	114	89	289	244	205	149	103	82
Sheboygan, Wis.	Wilmington, N.C.	1,129	457	389	320	229	160	125												
	Charleston, S.C.	1,118	452	384	316	226	159	124	C355	300	251	180	124	98	360	306	251	180	124	98
	Savannah, Ga.	1,125	452	384	316	226	159	124												
	Jacksonville, Fla.	1,191	470	399	330	235	164	129												
	Mobile, Ala.	990	421	357	295	211	147	116												
	New Orleans, La.	1,043	432	368	303	217	152	120	A355	300	251	180	124	98	360	306	251	180	124	98
	Houston, Tex.	1,172	463	393	324	232	162	128	B342	287	241	174	121	94	342	287	241	174	121	94
Springfield, Ill.	Wilmington, N.C.	1,010	427	363	299	214	149	117												
	Charleston, S.C.	942	408	347	286	204	143	112												
	Savannah, Ga.	899	396	337	278	198	139	109	A336	285	236	169	119	92	336	285	236	169	119	92
	Jacksonville, Fla.	965	414	352	290	207	145	114	B324	273	226	162	114	89	318	267	226	162	114	89
	Mobile, Ala.	706	348	296	244	174	122	96												
	New Orleans, La.	759	359	305	251	180	126	99												
	Houston, Tex.	865	390	332	273	195	137	107												
Streator, Ill.	Wilmington, N.C.	1,026	432	367	302	216	151	119												
	Charleston, S.C.	989	421	358	295	211	147	116												
	Savannah, Ga.	969	414	352	290	207	145	114												
	Jacksonville, Fla.	1,035	432	367	302	216	151	119	A336	285	236	169	119	92	336	285	236	169	119	92
	Mobile, Ala.	789	372	316	260	186	130	102	B324	273	226	162	114	89	318	267	226	162	114	89
	New Orleans, La.	842	384	326	269	192	134	106												
	Houston, Tex.	967	414	352	290	208	145	114												

6.

3137

[fol. 3138]

Explanation of References:

A - Applies on import traffic except from Europe and Africa; on export traffic except to Europe, Africa and East Coast of South America.

B - Applies only on import traffic from Europe and Africa; on export traffic to Europe, Africa and East Coast of South America.

C - Applies on all Import-Export traffic.

Tariff Authority:

Agent RG Raasch,	ICC No. 797
Agent HM Engdahl	ICC No. 136
" "	ICC No. 126
" CA Spaninger	ICC No. 1300
" "	ICC No. 1292
" CW Boin	ICC A 946
" FC Kratzmeir	ICC No. 3998
" "	ICC No. 3999

3135

[fol. 3139]

171

I.C.C. Docket I&S 6615
WITNESS _____
EXHIBIT NO. _____

I.C.C. Docket 28300 Short Line Mileages: Baltimore, Md., Boston, Mass., and Typical South Atlantic and Gulf of Mexico Ports to Points in Territory "B".

3139

Tariff Authorities: See page 5.

[fol. 3140]

	BALTIMORE MD.	BOSTON MASS.	WILMINGTON N.C.	CHARLESTON S.C.	SAVANNAH GA.	JACKSONVILLE FLA.	MOBILE ALA.	NEW ORLEANS LA.	HOUSTON TEX.
Appleton, Wisc.	914	996	1174	1163	1171	1237	1026	1079	1202
Aurora, Ill.	800	1009	1015	993	997	1063	847	900	1026
Barry, Ill.	942	1207	1111	1027	984	1022	758	811	876
Barstow, Ill.	918	[illegible]27	1128	1088	1045	1111	857	910	1004
Bloomington, Ill.	815	1056	1001	963	920	986	740	793	919
Bloomington, Ind.	699	988	828	791	801	879	711	764	917
Brooklyn, Wisc.	897	1032	1121	1110	1116	1182	936	989	1109
Burlington, Ia.	942	1168	1130	1080	1037	1090	826	879	948
Cairo, Ill.	907	1210	912	794	745	761	497	550	702
Cannelton, Ind.	777	1099	836	799	762	828	674	732	886
Carmi, Ill.	804	1107	879	788	745	811	584	637	790
Carthage, Ill.	959	1194	1136	1062	1019	1071	807	860	922
Cato, Ind.	775	1090	771	802	751	817	663	710	863
Centralia, Ill.	841	1126	933	859	816	868	604	658	783
Champaign, Ill.	768	1027	953	916	880	946	727	780	908
Chicago, Ill.	767	973	991	980	989	1055	853	906	1035
Clyman Jct., Wisc.	876	998	1111	1107	1115	1181	941	994	1119
Clinton, Ia.	903	1111	1117	1080	1051	1117	871	924	1035
Columbus, Ind.	648	952	795	758	768	846	718	812	966
Crawfordsville, Ind.	694	963	880	843	853	931	750	803	956
Davenport, Ia.	919	1128	1128	1088	1045	1111	857	910	1004
Danville, Ill.	735	994	921	884	867	933	741	794	928
Decatur, Ill.	803	1068	976	920	877	943	697	750	875
DeKalb, Ill.	825	1031	1043	1017	1021	1087	853	906	1031
Dixon, Ill.	864	1070	1082	1052	1024	1090	844	897	1012

3.40

[fol. 3141]

2.

	BALTIMORE MD.	BOSTON MASS.	WILMINGTON N.C.	CHARLESTON S.C.	SAVANNAH GA.	JACKSONVILLE FLA.	MOBILE ALA.	NEW ORLEANS LA.	HOUSTON TEX.
Dodgeville, Wisc.	941	1079	1163	1139	1126	1192	945	998	1113
Dubuque, Ia.	939	1133	1160	1135	1108	1174	929	982	1090
E. Burlington, Ill.	942	1168	1130	1080	1037	1090	826	879	948
E. Clinton, Ill.	903	1111	1117	1080	1051	1117	871	924	1035
E. Dubuque, Ill.	939	1133	1160	1135	1108	1174	929	982	1090
E. Ft. Madison, Ill.	959	1194	1136	1062	1019	1071	807	860	922
E. Louisiana, Ill.	927	1191	1084	1001	958	997	733	786	866
E. St. Louis, Ill.	891	1174	990	909	866	905	641	694	774
Edgewood, Ill.	805	1098	923	855	812	878	642	695	821
Eldorado, Ill.	830	1133	905	814	771	823	539	612	764
Elkhorn, Wisc.	852	1001	1076	1065	1069	1135	916	969	1095
Evansville, Ind.	787	1102	845	749	706	772	618	676	829
Ferdinand, Ind.	740	1062	799	762	754	820	665	718	871
Fond du Lac, Wisc.	894	1016	1139	1128	1135	1201	990	1043	1168
Forman, Ill.	877	1179	891	773	730	779	515	568	718
Fort Madison, Ia.	959	1194	1136	1062	1019	1071	807	860	922
Freeport, Ill.	878	1067	1099	1073	1060	1126	880	933	1047
Galena, Ill.	939	1133	1160	1135	1108	1174	929	982	1090
Galesburg, Ill.	901	1125	1094	1050	1007	1076	812	865	954
Galva, Ill.	896	1105	1086	1046	1003	1069	815	868	973
Gibson City, Ill.	780	1225	981	944	913	979	738	791	934
Gladstone, Ill.	942	1168	1130	1080	1037	1090	826	879	948
Granville, Wisc.	831	953	1076	1065	1073	1139	922	975	1119
Green Bay, Wisc.	909	991	1189	1178	1185	1251	1050	1103	1230
Harvard, Ill.	830	1030	1054	1043	1050	1116	890	943	1077
Huntingburg, Ind.	740	1062	799	762	754	820	665	718	871
Indianapolis, Ind.	650	934	836	799	809	887	758	811	964
Jacksonville, Ill.	874	1139	1043	968	925	978	714	767	862
Janesville, Wisc.	858	1023	1082	1071	1078	1144	902	955	1081
Jefferson Jct., Wisc.	876	998	1111	1107	1115	1181	941	994	1119

3141

	BALTIMORE MD.	BOSTON MASS.	WILMINGTON N.C.	CHARLESTON S.C.	SAVANNAH GA.	JACKSONVILLE FLA.	MOBILE ALA.	NEW ORLEANS LA.	HOUSTON TEX.
Jerseyville, Ill.	908	1172	1026	946	903	942	678	731	81[illegible]
Jonesboro, Ill.	914	1214	938	820	777	794	530	583	71[illegible]
Kankakee, Ill.	768	986	975	938	940	1006	783	836	98[illegible]
Keithsburg, Ill.	942	1168	1130	1080	1037	1090	826	879	94[illegible]
Keokuk, Ia.	959	1194	1136	1062	1019	1071	807	860	92[illegible]
Kewaunee, Wisc.	874	956	1160	1170	1180	1257	1087	1140	126[illegible]
Kouts, Ind.	725	939	937	928	938	1016	844	897	103[illegible]
La Fayette, Ind.	699	948	901	864	874	952	777	830	97[illegible]
La Salle, Ill.	835	1044	1045	1008	931	1047	779	858	97[illegible]
Lincoln, Ill.	830	1086	1010	973	911	977	729	782	89[illegible]
Litchfield, Ill.	857	1129	990	916	873	925	661	714	82[illegible]
Louisiana, Mo.	927	1191	1084	1001	958	997	733	786	86[illegible]
Louisville, Ky.	670	1001	726	639	699	777	649	743	93[illegible]
Madison, Wisc.	897	1032	1121	1110	1116	1182	936	989	110[illegible]
Manitowac, Wisc.	871	953	1153	1142	1150	1216	1015	1068	119[illegible]
Manistique, Mich.	940	1017	1226	1243	1253	1340	1215	1268	39[illegible]
Marinette, Wisc.	920	997	1206	1223	1236	1302	1101	1154	[illegible]
Marion, Ill.	872	1175	921	803	760	809	545	598	73[illegible]
Mattoon, Ill.	778	1060	939	877	834	900	664	717	86[illegible]
Menominee, Mich.	920	997	1206	1223	1236	1302	1101	1154	12[illegible]
Metropolis, Ill.	890	1193	874	756	713	762	498	551	72[illegible]
Michigan City, Ind.	722	921	956	951	961	1039	868	921	105[illegible]
Milwaukee, Wisc.	831	953	1076	1065	1073	1139	922	975	111[illegible]
Monon, Ind.	708	942	914	892	902	980	809	862	100[illegible]
Monroe, Wisc.	893	1054	1117	1099	1085	1151	905	958	107[illegible]
Morris, Ill.	797	1007	1017	991	993	1059	825	878	100[illegible]
Morrison, Ill.	903	1111	1117	1080	1051	1117	871	924	103[illegible]
Mt. Vernon, Ill.	836	1139	911	836	793	850	586	639	77[illegible]
Murphysboro, Ill.	889	1187	948	830	787	821	557	610	72[illegible]
Muscatine, Ia.	945	1154	1154	1115	1072	1138	884	937	100[illegible]

3 to 1

[fol. 3143]

	BALTIMORE MD.	BOSTON MASS.	WILMINGTON N.C.	CHARLESTON S.C.	SAVANNAH GA.	JACKSONVILLE FLA.	MOBILE ALA.	NEW ORLEANS LA.	HOUSTON TEX.
Nebo, Ill.	927	1191	1084	1001	958	997	733	786	866
Newton, Ill.	786	1069	904	837	794	860	653	706	858
Oakland City, Ind.	759	1074	823	778	735	801	641	694	847
Olney, Ill.	780	1083	886	818	775	841	634	687	840
Pana, Ill.	817	1093	967	899	856	922	664	717	843
Paris, Ill.	741	1024	902	865	830	896	701	754	898
Peoria, Ill.	849	1083	1038	997	954	1020	767	820	925
Quincy, Ill.	942	1207	1111	1027	984	1022	758	811	876
Rockford, Ill.	851	1050	1074	1054	1051	1117	870	923	1049
Rock Island, Ill.	918	1127	1128	1088	1045	1111	857	910	1004
Rosiclare, Ill.	902	1206	916	798	755	804	540	593	765
St. Ignace, Mich.	881	948	1167	1220	1230	1333	1222	1235	1112
St. Louis, Mo.	891	1174	990	909	866	905	641	685	774
Sheboygan, Wisc.	884	979	1129	1118	1125	1191	990	1043	1172
Sheldon, Ill.	740	974	946	909	915	981	774	827	971
Simpson, Ill.	890	1193	874	756	713	752	498	551	723
Smithboro, Ill.	836	1119	961	887	844	897	633	686	811
So. Beloit, Ill.	858	1023	1082	1071	1078	1144	902	955	1081
Sparta, Ill.	884	1159	960	865	822	836	592	645	761
Springfield, Ill.	841	1106	1010	942	899	965	706	759	865
Stiles Jct. Wisc.	937	1019	1215	1204	1212	1278	1077	1130	1258
Streator, Ill.	819	1037	1026	989	969	1035	789	842	967
Sturgeon Bay, Wisc.	922	1004	1208	1218	1243	1309	1107	1160	1288
Sullivan, Ind.	746	1031	863	826	789	856	671	724	877
Tamms, Ill.	907	1210	912	794	745	761	497	550	703
Terre Haute, Ind.	722	1005	883	846	815	881	697	750	903
Thebes, Ill.	914	1214	938	820	777	794	530	583	710
Toluca, Ill.	896	1058	1042	1005	962	1028	781	834	960
Vermont, Ill.	905	1141	1079	1012	969	1027	763	816	905
Washington, Ind.	729	1044	835	797	764	830	659	712	865

3143

[fol. 3144]

	BALTIMORE MD.	BOSTON MASS.	WILMINGTON N.C.	CHARLESTON S.C.	SAVANNAH GA.	JACKSONVILLE FLA.	MOBILE ALA.	NEW ORLEANS LA.	HOUSTON TEX.	S.
Waterloo, Ill.	911	1194	991	896	853	887	623	[illegible]	7[illegible]	
Watertown, Wisc.	875	998	1111	1107	1115	1181	941	984	11[illegible]	
Waukegan, Ill.	803	1002	1027	1016	1024	1090	873	9[illegible]	10[illegible]	
Waukesha, Wisc.	831	953	1076	1065	1073	1139	922	9[illegible]	11[illegible]	
W. Alton, Mo.	891	1174	990	909	866	905	641	[illegible]	[illegible]	
W. Bend, Wisc.	864	986	1109	1098	1106	1172	871	[illegible]	115[illegible]	
W. Keithsburg, Ia.	942	1168	1130	1080	1037	1090	826	[illegible]	9[illegible]	
W. Quincy, Mo.	942	1207	1111	1027	984	1022	758	[illegible]	87	
Whitelaw, Wisc.	871	953	1153	1142	1150	1216	1015	[illegible]	119[illegible]	
Wood River, Ill.	891	1174	990	909	866	905	641	[illegible]	77[illegible]	
TOTAL MILEAGE	106,636	134,829	127,981	122,264	119,430	126,994	96,380	109,[illegible]	120,24[illegible]	
AVERAGE MILEAGE	853	1079	1024	978	955	1016	787	[illegible]	[illegible]	

Tariff Authority: Agent R. G. Rausch, Tariff No. I/S 1003, ICC No. 756
Agent F. C. Kratzmeir Tariff No. SW/E 1005, ICC No. 3998
Agent F. C. Kratzmeir Tariff No. SW/W 1006, ICC No. 3995
Agent C. W. Boin Tariff No. E/S 1008, ICC No. A946
Agent C. A. Spaninger Tariff No. W/S 1001, ICC No. 1292
Agent C. A. Spaninger Tariff No. S 1011, ICC No. 1300
Agent H. R. Hinsch Tariff No. E-1009, ICC No. 4487
Agent H. R. Hinsch Tariff No. E-1010, ICC No. 4488

14

[fol. 3145]

I.C.C. EXHIBIT No. 30

ICC DOCKET I & S 6615
WITNESS ELLIS
EXHIBIT ——

This statement is verified. Unless written request for cross examination is received by the affiant or his attorney, Henry E. Foley, 10 Post Office Square, Boston 9, Mass., not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I & S Docket No. 6615

VERIFIED TESTIMONY OF DR. GEORGE H. ELLIS
ON BEHALF OF THE PORT OF
BOSTON COMMISSION

[fol. 3146]

Direct Testimony of
Dr. George H. Ellis
Director of Research,
Federal Reserve Bank of Boston

Q. Will you kindly state your name and present position?

A. My name is George H. Ellis. I am Director of Research at the Federal Reserve Bank of Boston.

Q. Please describe briefly your training, qualifications and professional background.

A. After graduating from the University of Maine in 1941, where I majored in Economics, I did graduate work in Economics at Harvard University. I have a PH.D degree from Harvard in Economics. Thereafter, I was an Assistant Professor of Economics at the University of Maine. During this period I served as a member of the Committee on the New England Economy, appointed by the President's Council of Economic Advisors. In 1951, I joined the Federal Reserve Bank of Boston as an industrial economist. I was appointed Director of Research of that Federal Reserve Bank in 1953. In these positions, I have been associated with several studies concerning the New England economy and its ports. I have also served as Director of Research, and co-editor, of the *Report on the Economic State of New England,* prepared under the auspices of the Committee of New England, National Planning Association. For the past two years, I have acted as economic advisor to the New England Governors' Committee on Public Transportation.

Q. Dr. Ellis, another witness, the traffic witness, William H. Day, has prepared an exhibit numbered 176 and entitled "Map of Hinterland Territories, North Atlantic Ports". Are you familiar with this exhibit?

[fol. 3147] A. Yes, I am.

Q. Mr. Day has testified that the diagonally shaded area around the port of Boston, which includes most of New England, encompasses all those points whose first-class rates from and to Boston are lower than from and to any other major North Atlantic port. Are you familiar with the economic characteristics of this area?

A. Yes.

Q. Could you briefly describe the economic characteristics of this area which importantly affect the area's transportation requirements and peculiarities?

A. The "hinterland" of the Port of Boston which Mr. Day has defined has two dominant economic characteristics. First, it is a deficit area in terms of the major industrial commodities, fuels and foodstuffs. Second, it makes its living largely by manufacture and export of products made from imported materials.

Aside from the industries primarily working with materials drawn from the region's forests, quarries, fisheries and farms, the region's manufactured products are made from material shipped into the region. This identical point was well described thirty-nine years ago in I.C.C. Reports, Vol. 49, 1918, p. 421, as follows:

> "The transportation problem of New England is in many respects distinctive . . . In no other section of the country does so large a percentage of the tonnage consist of high-grade manufactured products. Barring products of the forests and of the quarries the outbound movement of raw material from New England is almost negligible. New England's industrial life depends upon importing large quantities of iron, cotton, wool and other raw materials from the west and south and converting them into finished products. Power used in New England for these manufacturing processes is mainly derived from coal originating outside of New England and transported substantial distances by rail or water."

[fol. 3148] Aside from the increasing dependence on oil imports nowadays, this statement is as true today as it was then. It is estimated that 90% of the value created by manufacturing in New England is dependent on material brought into the region to be manufactured. The products of these industries, on the other hand, are marketed largely outside the area; they are used and consumed all over this country and the world. Moreover, these products are generally of a type that is high in value, in relation to its weight.

The great dependence of such an economy upon transportation—and the peculiarities of its use of transportation—are obvious. Substantial transportation is involved both before and after the manufacturing process. The inbound movement, moreover, tends to consist of bulk shipments of raw materials and semi-finished goods, while the outbound traffic of finished manufactured products tends to be low in volume but high in value per pound. These characteristics in turn cause several distinct problems: First, the predominance of finished-goods exports and the lack of raw material and bulk exports from New England, makes for a critical lack of diversification in the composition of outbound shipments. Second, there is severe directional imbalance in traffic movements, with much heavier inbound than outbound movements. Third, the need for a great deal of transportation service makes transportation costs a relatively important part of New England manufacturers' total costs. Thus, a manufacturer located in New England pays three separate types of transportation bill, each one frequently larger than that which his competitor pays who is located in some other section of the United States. The typical New England manufacturer pays one bill for the [fol. 3149] importation of fuel to heat his factory and drive his machines. This power cost may be paid indirectly through electric utilities which consume the fuel. He also pays for the shipment of materials to be processed. Finally, he pays to deliver his products to market. It is obviously vital that these costs be kept low, in order to keep New England products competitive in other markets.

Q. What information have you concerning the use of the Port of Boston by the industries within the area which you have described?

A. In April 1949, the Federal Reserve Bank of Boston conducted a survey of New England manufacturers believed to be actively engaged in exporting. I am familiar with this survey and the responses on which it is based. A total of 172 firms supplied data for the year 1948. Their responses indicated that 80.9 per cent of their exports were routed via the Port of New York. Only 11.5 per cent moved through the Port of Boston. The remaining 7.6 per cent moved through other ports. The companies which re-

sponded to the questionnaire survey were asked, among other matters, to state their principal reasons for not making greater use of the Port of Boston. Many companies advanced more than one reason. However, the largest number, 94 companies, stated that their non-use of Boston was due to more frequent sailings elsewhere. 86 indicated that not shipping through Boston was due to their customers' requests and it is, of course, likely that in many of these cases the infrequency of sailings at Boston also was the chief motivating factor.

An executive of one New England company wrote that he had made a number of attempts to ship through Boston with little success. He stated that Boston has numerous [fol. 3150] advantages over New York for his company, including lower inland freight costs, but that he is forced to ship through New York because of Boston's limited sailings. A company located in Boston reported that it uses the Port of Boston very little and arbitrarily designates New York because of more frequent sailings to most destinations from New York. It does ship to Belgium from Boston, however, because it is sure of weekly sailings.

In December of 1956, with the assistance of the New England Industrial Traffic League, the Federal Reserve Bank of Boston conducted, under my supervision, a mail questionnaire survey of the larger New England shippers, to inquire into their use of water transportation and their use of the Port of Boston. One hundred and ninety-one questionnaires were mailed, and 126 replies were received, of which approximately 117 could be meaningfully tabulated.

Of those responding with respect to incoming shipments, it transpired that 69 out of 112, or 61.6 per cent, reported no direct use of water transport at all. As to outgoing shipments, only 19 out of 115, or 16.5 per cent, reported no use of water transport. In round figures, only four out of every ten firms make direct use of water for transport of their incoming materials, whereas more than eight out of every ten make use of water for shipment of at least some part of their finished products.

Considering these data in relation to the known, heavy preponderance of incoming waterborne tonnage over out-

going tonnage, it is obvious that it reflects the peculiar economic characteristics which I have previously discussed: Bulk imports heavy in tonnage but destined to relatively few recipients, and many, but tonnage-wise small, general [fol. 3151] cargo export shipments of high value, finished products.

We had not expected that the percentage of firms using water for outgoing transport of their finished goods would be so heavy. In the great majority of cases, I must add, less than 20 per cent of total sales were shipped by water. Nevertheless, these results indicate a very considerable use of, and demand for, water transportation on the part of New England's shippers.

The next question is whether and to what extent these shippers made use of the Port of Boston. Among the 97 users of water transportation for outbound cargoes, 43 did not use Boston at all. Another 17 used Boston for less than 20 per cent of their outgoing shipments by water. Twenty-one firms shipped from 20 to 79 per cent of their water movements via Boston. Only 12 firms used Boston for 80 per cent or more of their shipments by water.

The 43 non-users of Boston included 20 Connecticut firms, and it is possible that New York is a more practicable port for some of them to use. However, eight of the 20 Connecticut firms reported that rail or motor transport costs to the Port of Boston were lower than to New York. Of the 97 exporting firms who reported some volume of shipments by water, 89 (or 93 per cent) report some movement via the Port of New York. At the same time, more than 60 per cent of all respondents reported that rail or motor transport costs were lower to the Port of Boston. Another 26 per cent report roughly equal transport costs via Boston or New York.

All the respondents were asked why they did not make more extensive use of the Port of Boston. A reason was [fol. 3152] mentioned by 62 firms. Only five firms gave as their reason higher land transport charges to Boston. A large majority (45 out of the 62 firms) indicated that Boston was not used more extensively because there was no service from Boston, or because service was too infrequent.

Insufficient frequency of service outpaced all other reasons by a frequency of at least seven to one.

These surveys, and our observation over many years, leave no doubt whatsoever that New England industry uses ports other than Boston for a large part of its waterborne imports and exports and that the lack of adequate frequency in sailings is one of its primary reasons for not using Boston.

Q. You have testified earlier to the relatively heavy dependence of New England industries upon transportation, and the consequent importance of low transportation costs if New England industry is to be able to compete with that of other regions. How are these transportation costs affected by the high incidence of the use of ports other than Boston by New England industry?

A. New England Industries are affected very adversely, indeed, and are placed at a competitive cost disadvantage by this practice.

As indicated earlier, a large proportion of New England shippers find that motor and rail transport costs to Boston for exports are less than to New York. The fact that they are forced, nevertheless, to export via New York means that they either have to charge a higher price to their customers than they would charge if they shipped via Boston, or accept a lower return from sales by absorbing the higher transportation charge to deliver their products to ships in New York.

This point is illustrated easily by taking a few examples [fol. 3153] typical of New England exports. An exporter of printing paper from Rumford, Maine, has to pay a rate of $.80 per 100 lbs. to ship in lots of 50,000 pounds to New York by rail. The rate for a comparable shipment to Boston, in contrast, is only 35¢ per 100 lbs. The difference of 45¢ per 100 lbs. can, of course, be of crucial significance when such a manufacturer runs into price competition.

Electrical machinery has come to be an important industry in New England. But the growth of this activity in other areas has accelerated in recent years. Here again, the competitive position of a New England manufacturer in an overseas market is worsened if he has to pay the extra land transportation bill for exporting from a more

distant port. For example, the export rate for electrical machinery from Lynn with a minimum weight of 30,000 lbs. calls for a rail charge of 37¢ per 100 lbs. if it goes by way of Boston, but for a rate of 89¢ per 100 lbs, if it must be moved to New York. Here again, the difference of 52¢ per 100 lbs. must be regarded as an added expense, directly attributable, according to most shippers, to insufficient frequency of sailings via Boston.

Q. Dr. Ellis, suppose that an adjustment were made in the rail rates on export and import shipments through the port of Boston, which would result in a substantial volume of such shipments from and to the Middle West being routed through Boston. In your opinion, would the New England economy benefit as a result?

A. Yes, the New England economy would greatly benefit from such a development; in fact, it has great need for such through shipments.

Q. In your opinion as an economist, would the establishment of parity rail rates between so-called Differential Ter- [fol. 3154] ritory and all of the major North Atlantic ports result in a substantial increase in shipments through the Port of Boston from and to Differential Territory?

A. Yes, I think it would. I don't think there can be any doubt that Boston's rate disadvantage, with respect to such shipments, vis-a-vis Baltimore and Philadelphia has severely hampered the ability of the Port of Boston, and the carriers serving it, to participate in the foreign commerce movements from and to these mid-western states.

From data compiled by the Army Engineers and presented by witness Day in Exhibit No. —— (140), I have prepared four charts, Exhibits No. —— (610), —— (611), —— (612), —— (613), which contrast the growth rates in Boston and New York with those of Philadelphia and Baltimore. These latter ports have enjoyed an export-import rate advantage in the years covered from and to differential territory. The vertical scale is logarithmic so that rates of growth can be directly compared. The straight line is the basic trend relationship, calculated by exponential least squares regression. Coal and coke shipments have been subtracted from the export data and petroleum shipments from the import data.

The charts clearly reveal that the rate of growth in exports via Baltimore was 3½ times greater than the growth in Boston and 13 times greater than in New York. Philadelphia export volume also expanded more rapidly. With respect to imports, both Boston and New York have experienced a decline in the thirty-year trend while Baltimore has scored an annual growth rate of 4.45 per cent and Philadelphia a growth rate of 1.65 per cent.

It would be entirely unreasonable to suppose that through [fol. 3155] traffic for export or import was wholly responsible for these relative growth trends. But it would be equally unreasonable to ignore the evidence that the ports with the rate advantage have grown the fastest.

By the same token, I am convinced that removal of this disadvantage by establishment of parity rates will enable the port of Boston and its carriers to compete for, and to obtain, substantial share of that traffic.

Q. Kindly state in a little more detail than you have so far the specific benefits which would accrue to the New England economy from this expectable additional traffic through Boston.

A. The specific benefits which can be expected are manifold.

First and foremost, the availability of a substantial new volume of water shipments through Boston will undoubtedly attract additional shipping to the port of Boston, with the result that sailing frequency will increase, sailings will become available from and to points not now served through Boston and ship service at Boston generally will improve. Moreover, the composition of the Mid-Western cargoes can be expected to be somewhat different from that of New England shipments, as I have previously described them, resulting in a greater diversification of the types of goods moving through Boston. The better balanced cargoes which will thus become available at Boston will also serve to make the port of Boston more attractive to water carriers, and can be expected to result in a further improvement in the water transportation services that will be offered at Boston.

The significance to the New England economy of such an improvement in water transport services at Boston is, of

[fol. 3156] course, obvious in view of my earlier testimony. New England industry's major reason for shipping through ports other than Boston, at substantial added expense, is the lack of frequent sailings at Boston. The improvement in this respect which is sure to come with the new Mid-Western through traffic will alleviate or remove this major objection to the use of the Port of Boston, and consequently will enable substantial cost savings, and improved competitive standing in overseas markets for many New England businesses.

Such new traffic through the Port of Boston will also result in other substantial benefits to the New England economy. In his report to the New England Governors' Committee on Public Transportation, entitled *"Report No. 7, A Railroad Policy for New England"*, Professor Martin S. Lindahl discusses the cause of the relatively high ton-mile revenues of New England railroads. Aside from the high grade characteristics of the traffic, he concluded that high operating costs were the fundamental cause. He cited four factors which contribute to a high ton-mile cost which must be paid by the New England shippers. They were: "First, low density of traffic, which makes for a low degree of utilization of ways and structures, locomotive tractive power, and freight cars; second, the short haul, which precludes the efficiency of through trains and the opportunity to spread terminal costs, which bulk large in railroad operations, over many miles of carriage, third, the terminal character of much of the traffic, which requires the picking up and dropping of cars at many stations and junction points; and fourth, the composition of the traffic, which makes for lighter carloads than in other regions of the country."

[fol. 3157] A substantial volume of export and import traffic with Central Territory could help alleviate each of those four problems. More traffic would obviously improve utilization of equipment. Through traffic, because it moves clear across New England, would increase the average length haul and help spread terminal costs. Through traffic would be relatively free of the costs of multiple pickup and delivery points. Finally, through traffic would provide more diversity in composition and improve utilization of

equipment by reducing the directional imbalance of the rail movement in and out of New England. In all of these ways, through traffic would reduce cost pressures on the railroads and help hold down the cost of transportation to New England shippers.

Another important economic improvement that can be expected is a material strengthening of Boston's ability to act as the aggressive center of economic activity for its New England hinterland. By virtue of its position as the principal metropolitan commercial and financial center of New England, Boston's ability to provide vital leadership to the New England economy is a critical determinant of the region's prosperity. There is abundant evidence that performance in this role has fallen considerably short of economic needs. By failing to build even as fast as the average for 34 eastern metropolitan areas in the past 11 years, Boston has lost more than $600 million of private industrial and commercial construction. Boston was also the only large metropolitan area to have actually lost in total assessed valuation between 1954 and 1955. The recent debates attending the establishment of the Massachusetts Port Authority reveal that a considerable share of the Boston lack of leadership has been due to the weakness of the income-generating activities of its Port.

[fol. 3158] One virtue of an increase in through traffic to and from the Middle West is that it would provide more tonnage to be handled by the Port of Boston, cause more ships to call at Boston, and increase the frequency of their calls and the length of their visits. Such increased port activity will be of very substantial economic benefit to the Boston area.

The income-generating aspects of additional tonnage have been calculated by several different port agencies. The Statistics and Research Bureau of the Port Development Department, Delaware River Port Authority, has estimated in a published study entitled *"The Value of a Ton of Cargo, to the Area's Economy, Philadelphia Port Area,"* that each ton of general cargo moved through the port of Philadelphia in 1953 generated $11.33 of port income.

In addition to such estimates of direct expenditures, most economists would add at least another $2 of indirect expenditures within the local area as the original income is

spent and re-spent. Estimates of the expenditures generated by port activity in Boston have been prepared by the Port of Boston Commission. The Commission's estimates indicate that in 1954 the cargo handled in the Port of Boston gave rise to expenditures totaling about $66 million. The average for all sorts of movement was $5.57 per ton.

Details of how these expenditures were made are presented in the following:

[fol. 3159].

Ships:	
Pilots, tugs, line handlers, dockage, stevedoring, agency and brokerage fees	$28,115,094
Marine Terminal Operations:	
Wharfage, pier storage	861,296
Warehousing:	1,344,688
Custom House Brokers:	450,510
Elevation & Storage of Grain:	309,305
Inland Transportation:	33,895,442
Total:	$65,976,335

There can be no question that more tonnage would create a more prosperous port and contribute greatly to the economic health of the region's business, financial, trade and social centers.

[fol. 3160] Q. Dr. Ellis, when you refer to these additional volumes of foreign trade through Boston, do you have in mind a mere redistribution of present foreign trade volume among the major North Atlantic ports?

A. No, I have not. I believe that a significant part of such additional tonnage through Boston would come out of the very substantial increase in the total foreign trade of the country which it is expected will occur in the years to come. Actually, the need for enabling Boston at this time to obtain an increased share of the traffic moving via the North Atlantic ports is particularly pressing because of this very fact. The foreign trade of the United States is expected to increase very substantially over the next

fifteen or twenty years as a result of a fundamental change of position of the United States from that of a major exporter of materials to a major importer of materials. The President's Materials Policy Commission (PMPC) published in 1952 a widely acclaimed and extremely thorough study of United States materials, resources and needs, entitled "Resources for Freedom, a Report to the President", in which it found that the growth of United States demand for material such as ores, rubber, forest [fol. 3161] products, non-metallic minerals, and other materials will be very great. The PMPC has illustrated this projected increase dramatically in chart form, and I have reproduced their chart, prepared by the PMPC Staff, as my Exhibit —— (621). Furthermore, in the words of the PMPC at page 5 of Volume I, "In the United States the supplies of the evident, the cheap and the accessible (chemically and organically) are running out. The plain fact seems to be that we have skimmed the cream of our resources as we now understand them; . . . . " Thus, the PMPC concludes that the United States has already gone the way of many other countries of the world in having shifted from its former position as primarily an exporter of materials, to that of a very significant importer of materials. To illustrate this shift, the PMPC has presented the experiences of the United States with respect to several important materials, including zinc, copper and lumber. I have reproduced their charts in my Exhibit —— (622), from which the new pattern clearly emerges.

Moreover, the dependence of the United States on materials imports will grow substantially in the future. The PMPC presented past United States demand and produc- [fol. 3162] tion, and the imports necessary to fill the gap, for several important commodities; and it has projected such demand, production and necessary imports up to 1975. I have reproduced these projections from the PMPC Report in my Exhibit —— (623), from which I think the growing dependence of the United States on imports in the future may be clearly seen.

These very significant projects are important here in a number of ways. First, the materials analyzed in these projections are bulk cargo commodities which are highly

desirable ocean and rail cargo. Secondly, such a large expansion of United States import tonnage cannot fail to be reflected in a large increase in United States exports by which the United States will pay for the imports, thus swelling future total United States foreign trade even more. Thirdly, the increased overall volume of trade which is expected in the next fifteen or twenty years cannot fail to be felt by all the North Atlantic ports, in terms of increased import and export movements, if they are all operating on a competitive basis. Fourthly, much of the new import cargo will be destined for the Mid-West since these are largely industrial raw materials of the sort consumed there. Also, much of any added increase in exports will undoubtedly originate in the same region.

[fol. 3163]

VERIFICATION

George H. Ellis, being first duly sworn, on oath deposes and says: That he is the person who made the foregoing statement and accompanying exhibits; that he has read the same and that the statements therein contained are true and correct to the best of his knowledge, information and belief.

/s/ George H. Ellis

George H. Ellis

Subscribed in my presence, and sworn to before me, by the affiant above named, this 20th day of June, 1957.

/s/ Helen Ann Smith

Helen Ann Smith
Notary Public, Commonwealth of Massachusetts
My Commission expires June 4, 1959.

(Notarial Seal)

[fol. 3164] Secretary's Certificate (omitted in printing).

[fol. 3165]

I.C.C. Exhibit No. 31

ICC DOCKET I & S 6615
WITNESS LOCKLIN
EXHIBIT ——

This statement is verified. Unless written request for cross examination is received by the affiant or his attorney, Henry E. Foley, 10 Post Office Square, Boston 9, Mass., not later than 10 days prior to the hearing at which such evidence otherwise would be offered, affiant desires that the statement be considered for incorporation in the record without his personal appearance as a witness.

I & S Docket No. 6615.

VERIFIED TESTIMONY OF D. PHILIP LOCKLIN
ON BEHALF OF THE PORT OF
BOSTON COMMISSION

[fol. 3166] Verified Testimony of D. Philip Locklin on behalf of the Port of Boston Commission.

Q. Please state your name.

A. My name is David Philip Locklin.

Q. What is your position at the present time?

A. I am Professor of Economics in the College of Commerce & Business Administration at the University of Illinois, where I am in charge of transportation courses.

Q. Kindly state how long you have held that position and describe briefly your background and qualifications as a transportation economist.

A. I have taught work in transportation at the University of Illinois since 1922 except when I have been on leave of absence to accept special assignments. I served as Principal Transportation Economist with the Interstate Commerce Commission in 1935. I was Director of Interterritorial Freight Rate Studies with the Board of Investigation & Research in 1942 and 1943. I was Visiting Professor of Transportation at the University of California in 1952-53. I served as a consultant to the National Resources Committee in 1936; as a special expert with the United States Maritime Commission in 1938-39; as consultant to the Nation Resources Planning Board in 1940-41; and in the summer of 1954 was on the staff of Robert R. Nathan Associates as Transportation Consultant to the Government of the Union of Burma. I am author of *Regulation of Security Issues by the Interstate Com-*
[fol. 3167] *merce Commission,* published in 1927, and *Railroad Regulation Since 1920,* published in 1928, and of *Economics of Transportation,* the first edition of which was published in 1935 and the fourth edition in 1954. I am also the author of numerous articles on transportation subjects appearing in various economic journals and other publications.

Q. Professor Locklin, in your opinion as a transportation economist, should the rail rate structure applicable to export and import trade moving between Differential Territory and the major North Atlantic ports—Boston, New York, Philadelphia and Baltimore—be such that each one

of these ports can effectively compete for a significant share of that trade?

A. Yes, it should. I consider the establishment of such a competitive rate structure economically desirable, for the reasons that, first, it will promote and further the freedom of movement of the commerce of the United States by facilitating the free flow of traffic through all the major North Atlantic ports and, second, it will materially aid the national defense.

Q. Another witness in this proceeding, the traffic witness, Mr. William H. Day, has testified that

> "virtually no shipper ever chooses to ship to or from Differential Territory via the Port of Boston and pay the differentially higher freight rates, unless unusual [fol. 3168] circumstances happen to make it advantageous to do so in spite of the usually controlling rate disadvantages.",

and he has also said that Boston cannot, in his opinion, achieve significant participation in Differential Territory commerce, so long as it has a rate differential over Baltimore. Do you have any comments on this testimony, from your viewpoint as a transportation economist?

A. Mr. Day's statement is wholly consistent with general economic experience. As a general rule throughout the transport world, the shipper's choice of routes, and hence the flow of traffic, depends on two factors: The comparative cost of shipping over alternative routes, and secondly, any service advantages which one route may offer over another. In comparing transportation costs over alternative rail routes, the applicable rail rates are usually the controlling element. In so far as concerns service comparisons, such matters as rail time *en route;* and on port traffic, the facilities for storage, handling, brokerage and banking at the port; need for lighterage and for extra handling at the port; frequency of available sailings; speed of available ocean services and reliability of the labor force are generally considered. Of these two criteria, the first—the cost comparison—is usually more important than any differences in the quality of service that may exist, and the

[fol. 3169] cost comparison is most often the controlling factor. As a rule, bulk traffic and low unit value traffic will not move at all against a rate differential. High unit value commodities sometimes move over other than the lowest-cost routes, but only when there is a distinct service advantage. Mr. Day's statement that rate equalization is essential, if traffic to and from Differential Territory via the Atlantic ports is to move freely through all of the different ports, including Boston, thus makes good economic sense.

Q. Kindly assume for the purpose of your next two answers that the quality of the service offered at Boston, Philadelphia and Baltimore, and by the carriers serving these ports, is substantially the same. In your opinion, and making that assumption, is the port of Boston now in a position successfully to compete with these other ports for export traffic from, and import traffic to, Differential Territory?

A. No, under the assumption which you have asked me to make, I would think that the differential rates would prevent Boston from obtaining any considerable portion of that traffic.

Q. Making the same assumption, what would be your opinion concerning Boston's ability to obtain a substantial portion of that traffic with parity rates?

A. I would expect that eventually there would be a sig-[fol. 3170] nificant movement of such traffic through Boston with parity rates. Once the element of possible qualitative differences in service is eliminated, cost comparisons are generally determinative of routing—and that means in effect that the relative rates are controlling. Thus, so long as Philadelphia and Baltimore have a rate advantage over Boston, I would think Boston could not effectively compete with them for traffic. On the other hand, with parity rates —and, by hypothesis, no service differences—Boston could compete with the other ports on an equal basis, and assuming that it would then actively solicit such traffic, I have no doubt that Boston would obtain a substantial share of Differential Territory traffic.

Q. You have stated earlier that the establishment of a competitive rail rate structure for the major North Atlan-

tic ports is economically desirable for two major reasons. Please elaborate the first reason which you mentioned, that having to do with the promotion of the freedom of movement of goods in commerce.

A. From an economic standpoint there are a number of reasons why a rate adjustment which will facilitate the flow of traffic through the various North Atlantic ports, and allow all of these ports and the carriers serving them to compete for Differential Territory traffic, is desirable. These reasons may be summarized as follows:

[fol. 3171] (1) The availability of several alternative routes for port traffic will create and stimulate effective and active competition among the various ports and the carriers serving them. These competitive efforts to attract traffic in turn will result in service improvements. I am convinced that there is no adequate substitute for competition as an incentive for the carriers to give the public the best possible service.

(2) Distribution of the North Atlantic port traffic through all of the major ports will minimize the chances of congestion of any port and of the railroads serving it. Such improved traffic distribution therefore facilitates the flow of traffic by reducing the chances of stoppage or delay.

(3) The maintenance of active and usable routes via all of the major North Atlantic ports is insurance against the disruption of traffic that would result from any calamity which damaged or destroyed the facilities of a particular port or of the railroads serving that port.

(4) Competitive rates and a better distribution of port traffic among all of the major North Atlantic ports and among the carriers serving them would make for better utilization of rail facilities and, as traffic volume increases in the future, would result in savings by obviating or postponing the necessity for expanding the rail facilities leading to one port, as long as another port has unused capacity.

[fol. 3172] This last point can perhaps be seen more clearly if one assumes a continuous growth or expansion of total port traffic over the years, and considers what

would necessarily happen if the traffic were largely concentrated at some ports, and not at others. Large capital expenditures would be necessary to expand the capacity of rail and port facilities at such heavily utilized ports. Yet rail facilities already exist leading to certain other ports which operate at a low utilization ratio, but whose facilities must continue to exist to carry domestic traffic and such export, import, and coastwise traffic as has its origin or destination in a more or less localized area about such under-utilized ports. A rate structure which permitted port traffic having its origin or destination in Differential Territory to move via all of the major North Atlantic ports would permit the utilization of any such significant unused rail capacity. The result would be to eliminate or postpone the necessity for large capital expenditures on congested routes and thus to reduce the overall unit costs of transportation in the entire area.

The flow of foreign commerce from and to Differential Territory is, of course, very substantial and any step that will facilitate that flow is bound to have a significant effect on the freedom of movement of United States commerce as a whole. Differential Territory is an area which is [fol. 3173] highly industrialized and includes some of the major population and manufacturing centers of the country which produce large quantities of manufactured articles for export as well as for domestic consumption, and which need and use large quantities of finished and unfinished goods and raw materials from all sources including many foreign ones. The area also produces very substantial quantities of raw materials and agricultural products.

The importance of this area in the production of manufactured articles can be shown from data on "value added by manufacture" published by the Bureau of Census. Exhibit No. —— (510), which is based on such census data, shows that 31 percent of the "value added by manufacture" in the United States in 1954 was produced in the East North Central States, all of which are wholly or partly in Differential Territory. The table indicates that a large proportion of the production of many manufacturing industries, as measured by "value added by manufacture",

occurred in this area. Thus the East North Central States accounted for approximately 26 per cent of food and kindred products; 33 per cent of furniture and fixtures; 25 per cent of pulp, paper and products; 23 per cent of chemicals and products; 24 per cent of petroleum and coal products; 40 per cent of rubber products; 30 per cent of stone, [fol. 3174] clay and glass products; 41 per cent of primary metals; 41 per cent of fabricated metal products; 49 per cent of machinery other than electrical; 37 per cent of the electrical machinery; and 40 per cent of transportation equipment.

There can be no question that the people and industries of this area are the source of large quantities of traffic which move through North Atlantic ports to destinations in foreign countries, and that they are also users of many products and raw materials which come in through the North Atlantic ports from other countries.

Keeping the routes open via all the principal ports is economically desirable, and is also wholly consistent with established transportation policy. Commissioner Prouty's statement made in 1905 in the proceeding known as *In the Matter of Differential Freight Rates to and from North Atlantic Ports,* reported at 11 I.C.C. 13 at page 62, that

> "If it can be properly done, these ports should all be kept open for the transaction of this export business upon such terms that each one may fairly compete for it."

is as true today as it was then. Only the remedy which Commissioner Prouty proposed—differential rail rates—would seem to have become obsolete with the advent of ocean parity and the consequent elimination of one of his major justifications for that remedy, namely the existence of an offsetting ocean rate differential.

[fol. 3175] Q. Professor Locklin, you have mentioned two major reasons why you consider a competitive rate structure for all the major North Atlantic ports economically desirable, and you have discussed the first of these reasons, that having to do with the need of the peacetime economy for maximum freedom of movement of goods in commerce.

Your second reason was related to the requirements of the national defense. Why is a competitive rate structure for ports important to the national defense?

A. In case of a national emergency, the ready and quick availability of the greatest possible port capacity is of vital importance. Moreover, such capacity should be well dispersed so that it cannot be largely eliminated at one stroke.

Optimum port capacity for emergency use can best be maintained by regular use of all needed facilities in peacetime. These facilities need to be maintained and modernization carried out, and such work usually is not done, and cannot economically be done, in peacetime unless the volume of traffic using such facilities, and paying for their use, is sufficient to make it worthwhile. In other words, port facilities which are not used in peacetime, or whose utilization is so low as to be uneconomical in peacetime, are likely to be of little value when maximum port capacity everywhere suddenly becomes vital in a national emergency. [fol. 3176] The congestion of traffic at Atlantic ports was one of the most serious transportation difficulties encountered in World War I. Our experience in World War II similarly demonstrated the necessity of having all port facilities readily available for immediate wartime use.

The importance to national defense of having traffic move through various ports has been recognized by the Interstate Commerce Commission, as for example, in *Iron Ore from Eastern Ports to C. F. A. Points,* 291 I.C.C. 527 (1954), at page 554, and was even more strongly emphasized by Commissioner Arpaia in a separate opinion at page 557.

Q. Professor Locklin, you have testified that it is economically desirable that export and import rates through Boston be established at a level which will permit the port of Boston and the carriers serving it to compete effectively with the other major North Atlantic ports for Differential Territory traffic. In your opinion, is the establishment of such competitive rates consistent with established principles of rate making and rate regulation?

A. Yes, it is wholly consistent with such principles. It has long been the established policy of the Commission in the regulation of rates to give the carriers a wide lati-

tude in the adjustment of rates to meet the competition of other carriers. As the Commission said in *Illinois Coal Traffic Bureau* v. *Alton R. Co.*, 223 I.C.C. 9, at page 37,

> [fol. 3177] "Carriers may make rates to meet competitive conditions so long as such rates are reasonably compensatory, are not lower than necessary to meet the competition, and do not give rise to undue prejudice and preference."

In another case the Commission said:

> "The act recognizes the right of competing carriers to adjust their rates, subject to the requirement that such rates be reasonable, non-discriminatory, and non-prejudicial, so as to retain or to increase the amount of the competitive traffic handled by them."

This quotation is from *Export & Import Rates to and from Southern Ports*, 205 I.C.C. 511, at page 552. From the economist's point of view, the policy of giving the carriers wide latitude in the adjustment of rates to meet competition is a desirable one, because it extends the salutary benefits of carrier competition to many shippers and localities.

It is consistent with this principle to permit the railroads serving the port of Boston to publish and put in effect rates on a competitive level with those applying at the other major North Atlantic ports.

Q. As you know, Baltimore interests and the carriers serving Baltimore argue that, if Boston carriers were permitted to lower their rates to a level competitive with the established Baltimore rates, the Baltimore carriers, which claim to be the lower-cost lines, must in turn be allowed to drop their rates below the existing level. In your opinion as a transportation economist, would such rate reduction be consistent with established principles of rate making and rate regulation?

[fol. 3178] A. No. There must be, and there are, well established limits upon the carriers' freedom to lower their rates in the competitive struggle for traffic. The necessity for controlling competition between railroads and preventing disastrous rate cutting has long been recognized by transportation economists. A. T. Hadley recognized it

as early as 1885 in his book *Railroad Transportation* at pages 142-143; and as another example, Eliot Jones in Chapter V of his *Principles of Railroad Transportation*, published in 1924, also found the need for such control. It was to enable it to prevent ruinous rate cutting that the Interstate Commerce Commission asked for the power to fix minimum rates early in its history, as for example in its *Annual Report* for 1893, at page 38. And it was largely for this reason that Congress, in 1920, gave the Commission the power to prescribe minimum reasonable rates.

Competition among the railroads serving the various North Atlantic ports was provocative of rate wars in the early years of the development of the railroads in Trunkline and Central Freight Association Territories. The rate agreement of 1877 in which port differentials were agreed upon by the New York Central & Hudson River Railroad Co., the Erie Railway Co., the Pennsylvania Railroad Co., and the Baltimore & Ohio Railroad Co. was intended to prevent competition of the ruinous type. Albert Fink, [fol. 3179] Commissioner of the Trunk Lines, pointed out in 1881 the necessity of keeping under control the competition of the Trunk Lines for port traffic:

> "... it is absolutely necessary that there should be some agreement as to the relative transportation rates to and from the competing cities, as a failure to agree upon such rates must naturally result in expensive and costly railroad wars, and in the final ruin of this great railroad property, and its calamitous consequences."

The quotation is from the *Report upon the Adjustment of Railroad Transportation Rates to the Seaboard*, as reprinted in J. B. Daish's book *The Atlantic Port Differentials*, wherein it appears at page 11. Mr. Fink's statement is as true today as it was in 1881, although a rate war over port rates today would not have quite so "calamitous consequences."

The policy that carriers should have freedom to meet competition, and the policy that excessive rate-cutting should be prevented, might seem to be contradictory. Accommodation of the two policies is possible, however. In fact it must be done. Either policy can be overdone; each

must check the other. In the words of the declaration of national transportation policy, it is the policy of the Congress "to encourage the establishment and maintenance of reasonable charges for transportation services without unfair and destructive competitive practices".

When two or more carriers engage in a struggle for [fol. 3180] traffic by cutting rates, a sound settlement requires that two principles be observed, if "unfair and destructive competitive practices" are to be avoided. First, the lines possessing a cost or a service disadvantage should be permitted to meet the established rates of the low-cost route; or more precisely, should be permitted to maintain rates that would permit them to share in the competitive traffic, provided that the rates cover more than the out-of-pocket costs incurred on the traffic in question. Also, their rates should not be lower than necessary to enable them to share in the traffic concerned.

The second principle which should be observed is that, absent competitive necessity, the carrier possessing the low-cost route should not be permitted to charge less than the established normal rates over its route. If it were permitted to reduce rates below the normal basis without competitive need, whether such rates were met by the competing higher cost routes or not, the carrier would be deprived of revenues to which they are entitled, and the points served at the low rates would derive a rate advantage over other points to which they are not entitled. Thus the rates to be observed by the low-cost carriers should be the normal rates over their route.

The problem of controlling competition among carriers [fol. 3181] has received most attention recently in discussions of interagency competition, but it is also an old problem so far as competition between carriers of the same type is involved. The Commission long ago faced this problem in cases involving Sections 3 and 4 of the Act. In Section 4 cases the problem was when competition between railroads justified departure from the long-and-short-haul provisions of the Act. In these cases the rule became established that competition between railroads of approximately equal length did not justify relief from the long-and-short haul clause to enable the carriers to reduce through rates below those maintained at intermediate

points. Only when a carrier operated under a distance or cost disadvantage of some sort was it allowed to reduce rates to meet the rates of a direct line or of the rate-making line. Thus the principles which I am advocating have, in fact, been frequently observed by the Commission in dealing with rates of competing rail lines. Similar principles have been observed by the Commission in many cases dealing with rates between competing modes of transport.

Application of the policies and principles which I have described requires, in my opinion, that the Commission authorize the carriers serving the differentially higher-rated port, Boston, to adjust their export and import rates to a level which will permit them to compete with the Balti- [fol. 3182] more railroads, but that the Commission restrain responsive reductions of port rates by the rate making lines which also claim to be the low-cost lines, namely the carriers serving Baltimore.

VERIFICATION

D. Philip Locklin, being first duly sworn, on oath deposes and says: That he is the person who made the foregoing statement and accompanying exhibits; that he has read the same and that the statements therein contained are true and correct to the best of his knowledge, information and belief.

/s/ D. Philip Locklin

D. Philip Locklin

Subscribed in my presence, and sworn to before me, by the affiant above named, this 21st day of June, 1957.

/s/ Robert C. Hunt

Robert C. Hunt
Notary Public, State of Vermont
My Commission expires Feb. 10, 1959.

(Notarial Seal)